Weather
Rain or snow today. The maximum temperature yesterday was 44.8 and the minimum 38.7, the figures for the corresponding day last year being 67.1 and 46.8.

The China Press
大陸報

Today's Newspaper consists of 36 pages in three sections

NO. 2529 VOL XI. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 己未年十月初九日 SHANGHAI, SUNDAY, NOVEMBER 30, 1919 大正四年 第三種郵便物認可 20 CENTS

PEKING STUDENTS IN DEMONSTRATION AGAINST JAPANESE

Discord Of Allies, Germany's Hope

RECENT MOVE DUE TO DELAY IN AMERICA

Motive Seen For Teutons' Request To Adjourn Negotiations

ALLIES ARE FIRM

Demand Clear Statement On Question Of New Terms Imposed

REPLY NOT GIVEN

Additional Information Is Awaited At Paris From Berlin

(*Reuter's Service*)

Paris, November 24.—At today's meeting of the Supreme Council a note was read from Herr von Simson the acting head of the German Delegation requesting an adjournment of the negotiations pending instructions from the German Government regarding the Allies' proposals for the administration of the areas of occupation. It is suggested in French circles that this move is due to events in the United States, and that the Germans are reckoning on dissensions among the Allies. The Council's reply demands a clear statement of Germany's intentions regarding ratification of the Treaty.

The Council regards the departure of the experts who accompanied Herr von Simson to Berlin on November 23 for the purpose of discussing the execution of the Treaty as casting grievous doubt on Germany's intentions and the Council throws on Germany the whole responsibility for the delay caused by her in the restoration of peace.

Points Left Untouched In Reply From Germany

(*French Wireless Service*)

Paris, November 28 (via Lyons and Koukaza).—The German Government has replied to the Supreme Council's note (regarding the departure of the German delegates for Berlin).

No replies are yet forthcoming from Germany regarding the questions of Slesvig, Upper Silesia, the evacuation of the Baltic Provinces and the sinking at Scapa Flow. Fresh Notes from Berlin in connection with the surrender of those guilty of war crimes and with the Scapa Flow incident are expected here.

Destruction Of Warships Is Decided By Council

(*Reuter's Wireless Service*)

Paris, November 28, (via Lyons and Koukaza).—The Supreme Council this morning dealt with the question of the disposal of the German warships handed over to the Allies and decided in principle on the general demolition of these vessels, the allocation of the scrap iron to be settled later. The Council agreed that the task of breaking up the German warships should be allocated to France and Italy, whose shipyards did not build during the war.

No decision was reached regarding the surrender of dock material demanded as reparation for the sinking of German ships at Scapa Flow.

The Council decided that the Rumanian Government which only received the latest Allied note on November 24 should be granted till December 3, to reply to the Allied representatives at Bukharest.

PROTOCOL DRAFTED

(*Reuter's Service*)

Paris, November 25.—The Supreme Council is drawing up a Protocol giving Rumania until December 5, to sign the Treaty of St. Germain and the Bulgarian Treaty.

GENERAL GAIDA FLEES TO JAPAN FROM LEADERS IN NORTH FIELD

Czech Officer, One Time Chief Figure In Warfare In Russia Arrives On Soil Of Empire Of Mikado From Siberia

(*Kokusai Agency*)

Tokio, November 23.—General Gaida, once the hero of the Siberian front, will reach Tokio today as an exile from the land he helped materially to save from the Bolsheviki. Wounded and defeated in an attempted coup d'etat at Vladivostok last week, this erstwhile Russian General landed on Japanese soil at Tsuruga yesterday, banished from Russia and under pledge never to return there again.

During the past several months General Gaida has been the object of many unwelcome attentions at the hands of the Kolchak administrators. First he was relieved of his army command and ordered to Omsk, where he kicked his heels in impotent impatience finding himself at outs with the Supreme ruler and at daggers drawn with the triumvirate which exercised control in the name of Kolchak. To the utmost of his power he opposed what he considered the reactionary tendencies of the Omsk administration, but he was powerless.

COSSACKS OPPOSED GAIDA

Finally, finding the situation intolerable, this famous Czech left Omsk for Vladivostok, to find awaiting him there peremptory orders to cease wearing his uniform as a Russian General and to leave Siberia forthwith. These orders were backed up by the two Cossack chiefs, Seminoff and Kalmikoff, who appeared with their armored trains. As a Czech, however, he came under Allied protection at Vladivostok and was permitted to stay, while around him commenced to rally all the anti-Kolchak elements except the Bolshevik, with whom he would have nothing to do.

Fearing that he would head a counter revolution, the Russians moved a force of Cossacks into Vladivostok, maintaining them there in spite of the protests of the Allies and in the face of charges of murder and other lawlessness.

REVOLUTION WAS DOWNFALL

On Monday of last week the expected Gaida counter-revolution broke out. With Gaida's armored train as a base, raiders seized the railroad station and established headquarters, a brisk battle taking place, lasting until the guns of destroyers in the Vladivostok harbor battered the station down around Gaida's ears. He himself was wounded in the fighting, being shot through the foot. Finally he surrendered and was released on his pledge to leave Russia within three days and never return. In fulfillment of that pledge he will reach Tokio today.

His plans are not known, but it is expected that he will stay here only until his wound has healed, when he will leave for America. While in Tokio he will be a guest at the Imperial Hotel.

Situation In Egypt Is Due To Economic Causes, Curzon Says

Unrest Caused By High Cost Of Living, He Asserts In House Of Lords

(*Reuter's Service*)

London, November 25.—In the House of Lords today Lord Curzon, Secretary of State for Foreign Affairs, in the course of a comprehensive statement on the situation in Egypt said that the unrest was fundamentally due to economic causes, especially the high cost of living, but this unrest was exploited politically and foreign socialists were taking no small part in fomenting the existing discontent.

The Government did its utmost to remove legitimate grievances by securing substantial ameliorations in labor conditions. Referring to the nationalist agitation Lord Curzon pointed out that recognition of the British protectorate was contained in the peace treaty with Germany and had accordingly been confirmed by all the signatories thereto.

-:- *Step Right Up To 'Im, Boys* -:-

—*Ding in New York Tribune*

Japan Shuts 'Door' In Manchuria

Professor Bailie Bares Conditions

Nipponese Rush Their Goods Over Own Line While British And American Freight Is Held Up On Rail Platforms

Japan's domination of Manchuria and Japan's attempts to keep the "door" closed and her sphere of influence free from commercial ambitions of other Powers are vividly described by Professor Joseph Bailie, who left a few days ago for the United States to secure endorsement of an ambitious industrial scheme for China from American labor organisations.

Professor Bailie went to Manchuria after establishing the agricultural college which is now one of the most successful branches of Nanking University. He gained fame as the "Purple Mountain coloniser" and is known throughout China for his efforts in behalf of the Chinese people.

As Dean of the University of Nanking College of Agriculture, he nurtured the first institution of its kind in this country, an educational project which will mean much in the agricultural development of China. The inception of the agricultural college followed the proposing of the scheme some 12 years ago by Professor Bailie. As soon as its success was assured, he asked that he be allowed to devote his energies to colonisation projects. He chose a location about 100 English miles from Kirin City and had the colonisation work well started when the Consul for Japan went to the Civil Governor of Kirin and complained that "an Englishman was out there at Omuhsien getting hold of the land of Manchuria." The Civil Governor told the Consul of Professor Bailie's work.

WAS SEVERELY BEATEN

On the night of June 26 he was severely beaten by six soldiers

(Continued on Page 6)

Innocent Chinese Pay For Militarism

On the night of June 26, Professor Joseph Bailie, who is now on his way to the United States to gain support for the formation of a Bureau of Industry and Labor in this country, was severely beaten by six Chinese soldiers, after which they robbed him.

He refused to report his case to the British Consular authorities because, he says, "innocent Chinese must then pay indemnity for the depradations of Chinese militarism and China is not responsible for this militarism."

Coloniser Now On Way To United States To Organise Bureau Of Labor, Industry, For The University Of Peking

TIGER LOSES IN NEW YORK POLLS FIGHT

Tammany Hall Defeated And Republican Carries Kentucky

ROOSEVELT WINS

Son Of Former President Given Assembly Seat As He Makes Debut

WETS TAKE OHIO

Four Issues Against Dry Law Are Approved By Voters Of State

(*United Press*)

Washington, November 6.—Revised returns of Tuesday's gubernatorial races in five States available last night showed that Edward I. Edwards, Democrat, was elected Governor of New Jersey, and that the issue in Maryland still is in doubt with Albert T. Ritchie, Democrat, leading by a small margin. Tuesday night's returns had indicated the election of Bugbee, Republican, over Edwards in the New Jersey race.

In New York City, more complete tabulation of ballots has confirmed the defeat of Tammany.

Last reports from Baltimore gave Ritchie, Democrat, an unofficial plurality of 342, in the Maryland gubernatorial race. Ritchie's opponents, however, have not yet conceded him the victory.

REPUBLICAN IN KENTUCKY

The successful gubernatorial candidates are:

Massachusetts: Calvin Coolidge, Republican.

Kentucky: Edwin P. Morrow, Republican.

New Jersey: Edward I. Edwards, Democrat.

Mississippi: L. M. Russell, Democrat.

Maryland: Albert T. Ritchie, Democrat (in doubt).

Prohibition issues were at stake in Ohio. As indicated in early announcements, all four dry issues submitted by the wet interests to Ohio voters were adopted by safe majorities.

ROOSEVELT IS ELECTED

Lieut.-Col. Theodore Roosevelt, who entered politics for the first time in announcing his candidacy for membership in the New York assembly, was elected, according to advices from Oyster Bay.

President Wilson wired his congratulations to Governor Coolidge on his re-election saying: "it is a victory for law and order and the issue upon which all Americans stand together."

Governor Coolidge took charge of the situation when the Boston police force went on strike two months ago, declaring his stand to be that the strike was a blow at the safety of the public.

ROLPH IN SAN FRANCISCO

San Francisco, November 6.—James Rolph Jr., was elected to serve a third consecutive term as mayor of San Francisco at the municipal elections held Tuesday, defeating Eugene Schmitz, who was mayor at the time of the indictments returned against Schmitz, Abe Ruef and other politicians several years ago.

Late returns confirm the election of Judge Brady as district attorney over Charles M. Fickert, incumbent, who came into national prominence through the San Francisco Preparedness Day bomb outrage cases.

Mint At Nanking To Coin Dollars

Peking, Nov. 29.—It is understood that the Government has ordered the Nanking Mint to coin three hundred thousand dollars henceforth every twenty-four hours, working night and day, and also that with a view to further easing the situation a new mint will be opened in Shanghai as soon as possible.

WILSON CALLS NEW COUNCILS ON LABOR WAR

Seventeen Diplomats To Meet At Washington On The First Of December

BARGAINING IS ISSUE

Collective Demands Are To Be One Of Chief Items On Meeting's Program

(*Reuter's Pacific Service*)

Washington, Nov. 28. (By Wireless).—President Wilson on Thursday appointed a new Industrial Conference to meet at Washington on December 1. The Conference which will be composed of seventeen men including Government Officials, business men, former members of the Cabinet and former State Governors, will carry on the work undertaken by the National Industrial Conference which was dissolved on account of the disagreements on the subject of collective bargaining. President Wilson's letter said, inter alia, "Guided by the experience of the last conference I have thought it advisable that in the new body there should be no recognition of distinctive groups, but that all the new representatives should have a concern that our industries may be conducted with such regard for domestic fair dealing that workmen will feel induced to put forth their best effort, that employers will have an encouraging profit, and that the public will not suffer at the hands of either class."

BRITAIN TO CUT PRICE OF COAL

Reduction To Be Granted To Householders And To Coastwise Vessels

(*Reuter's Service*)

London, November 24.—Sir Auckland Geddes, President of the Board of Trade, announced that as from December 1, household coal would be reduced by ten shillings a ton with a view to making a special effort to reduce the cost of living.

Moreover the price of coastwise bunkers would be reduced to the industrial level, while the Government were examining the question of foreignwise bunkers, because bunker prices were high, there was the danger of the average level of rates rising unless corrective was applied. It was unsatisfactory to have coal for internal purposes selling below the average cost of production, and industrial coal must as soon as possible be sold on an economic basis.

Sir Auckland Geddes added that the Government's coal policy included limitation of the amount of coal that could be exported and limitation of owners' profits.

The ten shillings per ton reduction of the price of household coal considerably exceeds public expectation. The news created consternation on the coal exchange. Experts express the view that lowering the price of coastwise bunkers will represent a reduction of thirty shillings a ton which will affect freights very substantially.

ANGER GROWS OVER AFFAIR AT FOOCHOW

Paraders March Capital Streets Asking All To Support Boycott

TOKIO CRITICISED

Nipponese Military Show At Fukien Called Grave Blunder

ARROGANCE SEEN

Mikado's Subjects Are At Pains To Present Protests First

(*Reuter's Pacific Service*)

Peking, Nov. 29.—Six hundred students representing thirty educational institutions are parading the streets of Peking this afternoon, with flags inscribed "Refrain from using Japanese goods to the last. Fukien is a portion of Chinese territory. Its people are our brethren. Down with the policy of the high hand. We would rather die than yield." The demonstrators are behaving in the most orderly manner and not giving the authorities any excuse for interference. Students are reading from pamphlets explaining the Foochow incident from the Chinese point of view, the populace receiving them with manifest delight.

It is the general opinion that the Japanese are making a very serious mistake in demonstrating militarily with a view to safeguarding Japanese dignity, particularly as Japanese views on that point are considered unduly inflated throughout China, where the Japanese generally act as conquerors instead of as peaceably inclined neighbors. This is putting the matter dispassionately, for the belief is held not only by Chinese but by all foreigners in China.

Japan Wins Advantage By Making Protest First

(*From Our Own Correspondent*)

Peking, November 26.—In connection with the Foochow incident it appears that the Japanese have, as usual, got the jump on the Chinese officials by registering their protests before the complaints of the Chinese Government were filed. This was the case in both Peking and Foochow, where the Japanese Minister and Consul submitted protests that placed the Foreign Office and the Fukien Tuchun in the position of having to enter counter-protests. With this obvious disadvantage staring her in the face China's case is weakened in the eyes of her own Government; and your correspondent understands that the authorities here will endeavor to treat the Foochow affair as a minor incident and settle it on the basis of amicable compromise.

JAPANESE DEMANDS

According to the Chen Pao, which is apt to be well informed regarding international matters, the Japanese Consul at Foochow, basing his action on a newspaper report that Chinese students at Foochow had forcibly seized and burned a quantity of matches belonging to a Japanese firm, made the following three demands on the local Chinese authorities: (1) That the two student ringleaders, Ma Yu-tsai and Hsieh Chiang-kao be arrested and duly punished; (2) That compensation be made to the Japanese for the matches burned; and (3) that the Chinese policemen in charge of the district at that time be discharged.

The Peking Government, in the meantime, is being deluged with messages of protest against the Japanese action in Foochow, and over 100 telegrams are on file requesting Peking to take the matter up energetically with the Japanese Legation. Among these requests is one from the Union of Fukien Students at the Government University, who are holding daily meetings to discuss means for handling the situation and strengthening the will of the Government. Tuchun Li Hou-chi's representative has also arrived here to report on the situation in full, and hopes are high that something may yet be done to prevent a repetition of what are called here "the Japanese outrages in Foochow."

GOVERNMENT ALARMED

Latest reports from Foochow to the Government state that

Mexico Imprisons U.S. Consular Agent

Notes Demanding Release Of William O. Jenkins Seemingly Were Ignored

(*American Press Wireless*)

Washington, November 28.—The Department of State has announced that although notes sent by the United States Government to the Mexican Government last Wednesday morning demanding the immediate release of William O. Jenkins, American consular agent at Pueblo, were delivered to the Mexican Foreign Office the same evening, the press of Mexico City last Friday said that Jenkins was still in a penitentiary.

Jenkins was imprisoned by Mexican authorities following his capture by bandits and release upon the payment of a ransom. Charges were made against Jenkins for conspiracy with the bandits, but were ultimately remitted.

FRENCH CHAMBER HAS NEW GROUP

(*Reuter's Service*)

Paris, Nov. 25.—A number of the youngest members of the old Chamber in addition to a number of newly-elected deputies contemplate the foundation of group with new methods and a new spirit. Ex-Ministers and political leaders of the late Chamber will be excluded from the group, whose action will be rather moral and economic than political, being principally devoted to urging economic reconstruction and the creation of a united France.

Britain Fixes Price Of Eggs From China

(*Reuter's Service*)

London, Nov. 25.—The Food Controller has fixed the retail price of Chinese eggs which are arriving in England in large quantities and in good condition at four-pence each.

Lettish Government Breaks With Germany

Berlin Is Notified Relations Will Be Severed Due To Situation In North

(*Reuter's Wireless Service*)

Paris, November 28 (via Lyons and Koukaza).—According to a Helsingfors message, the Lett Government has informed Germany by wireless that Diplomatic relations between the two countries must be broken off. The reason given is that General Eberhardt has announced that he is taking the troops fighting against Lettland under his protection.

Meanwhile a report from Berlin alleges that the Lett troops are in full retreat, and that several Finnish divisions have joined in the battle. The report adds that violent fighting is also in progress in the Radowiliski region.

Would Limit Hours Of Labor In Orient

Recommendation Is Presented By Special Commission At Washington

(*Reuter's Service*)

Washington, November 25.—The Special Commission of the International Labor Conference which dealt with the limitation of hours of work in Eastern countries recommends considerable reductions of the present hours of employment with a definite maximum in each case.

An official communique of the work of the Labor Conference says that the most important outgrowth will be the constitution of an International Labor Commission to act as a clearing house and to arrange for an annual conference. It is expected that the Conference will adjourn on November 29.

British Iron Workers Get Employers' Terms

Told That Negotiations Will Not Be Opened Until They Return To Jobs

(*Reuter's Service*)

London, November 24.—The Employers Federation has informed the Ironfounders Union that it is not willing to discuss wages and working conditions until the strikers have resumed work on pre-strike terms.

Japanese marines were landed there yesterday and, after parading through the foreign concession, made an unsuccessful attempt to enter the Chinese city. There is great excitement among all classes of the population at Foochow, and the Government here is alarmed over the possibility of outbreaks against the Japanese troops.

FUKIEN STUDENTS ACT

(China Press own Service)

Peking, November 29.—Three hundred Fukien Students Assembled in the Fukien guild here yesterday evening passed a unanimous resolution for the absolute enforcement of the anti-Japanese boycott owing to Japanese actions at Foochow, one student cut off his finger for the purpose of drafting the resolution in letters of blood. Further larger demonstrations, including one by the student union, are planned for Saturday.

U.S. Customs Rules Changed By Measure

Portions Of Foreign Export Shipments May Be Sent Forward In Bond

(American Press Wireless)

Washington, November 28.—An important change in customs regulations has been obtained by Congressman Kahn of San Francisco from the Treasury Department by which it will be possible to transport a portion of foreign export goods to various destinations in bond.

The new rule permits the splitting of foreign invoices for immediate delivery. Merchandise from one consignee may be entered for consumption at the first port of arrival or it may be split under the one invoice under the immediate transportation privilege and sent under bond without appraisement to other destinations demanding immediate delivery.

On arrival at the port of destination, a portion may be forwarded under an immediate transportation entry which will be entered on an extract of the bill of lading and a consular invoice fined at the first port.

Chinese Smugglers Active In Australia

Unable To Import Opium They Are Seeking To Take Gold Out Of Country

(Reuter's Service)

London, November 24.—The Times Sydney correspondent telegraphs:

While the Customs have prevented the importation of opium, Chinese smugglers are now attempting to smuggle sovereigns from Australia. Organised bands are at work in the large cities, giving twenty-two and even twenty-four shillings for the sovereign. The gold is then secreted on ships in cunning hiding places. The officials who overhaul the ships are however learning the smugglers' tricks. For example some Chinese walked on board a steamer looking innocence itself. It was noticed that their feet hit the deck heavily and examination revealed that their rubber heels were stuffed with gold.

Japanese Competition Discussed In London

(Reuter's Service)

London, November 24.—In the House of Commons today at question-time, Sir Auckland Geddes President of the Board of Trade stated that skilled time workers in Great Britain were paid 10/- to 15/- for an eight hour day, while some highly paid skilled workers in Japan were paid 9/- for a twelve hour day, but there were other factors to be considered.

He saw no reason at present to fear that British manufacturers would not be able to hold their own in competition with the Japanese.

The enormous increase in the importation of goods from Japan during the war was wholly artificial. He deprecated the belief that these goods would hold the British and other markets when they were again subject to British competition. There was already every indication that the markets which Japan had apparently gained during the war were hungering for British goods.

Premier Clemenceau Receives Visitors

(Reuter's Wireless Service)

Paris, November 28 (via Lyons and Koukaza).—M. Clemenceau yesterday received Marshal Foch together with General Weygand. Other visitors received by the Premier in the course of the afternoon were M. Jonnart, Senator for the Department of the Pas de Calais, M. Victor Boret, ex-Minister of Supplies, and M. R. Renoult ex-Deputy for the Department of the Upper Saone.

Correspondence

BRITISH WOMAN'S WORK ASSOCIATION

Editor, THE CHINA PRESS

Dear Sir.—I have now resigned the Presidency of the B.W.W.A., but, and I understand from the honorary secretary that the weekly reports are to cease, it seems as though it is for me to write and thank you for the unfailing support you have given the Association in allowing the detailed accounts to be published so regularly.

These reports were, in the infancy of the Association, published only when needed, but in a few months they became of weekly necessity and many of our members are of opinion that the publicity given to the progress of the work largely ensured the confidence of the public and the sustained activity of the members.

With my warmest thanks for the great help your afforded me, I am,

Yours sincerely,

ANNIE DE SAUSMAREZ.

Shanghai, Nov. 28, 1919.

PRACTICAL AID FOR RUSSIAN REFUGEES

Editor, THE CHINA PRESS

Dear Sir.—You have referred time and again in your columns to the plight of the Russian refugees in our midst but so far no steps seem to have been taken to create an organisation capable of adequately handling the situation.

A representative international committee should be got together as soon as possible. Facts could then be collated and the necessities of the case faced with some hope of successfully grappling with the problem.

Perhaps the most pressing need at the moment is a place to shelter those who are homeless and destitute or nearly so. Houses are so scarce here that it may be found that it will be necessary to erect a temporary bamboo structure which could be plastered over, whitewashed, thatched and floored and used as a barracks until the winter is over. Such a building would not cost much and it could be erected very quickly but whether it should be taken in hand or some better way devised is one for the committee to consider.

Already something is being done. A few ladies, Mrs. Naftali, Mrs. Abraham and others have opened a soup-kitchen and shelter in Ward Road; 32 people are being fed daily; 18 are sleeping on the premises; 8 of them pay 60 cents per day for the accommodation; the others 30 cents for three meals. All who are able pay what they can but many have no funds and all are needy. Several friends have contributed generously to keep this charity going but the need is greater than can be dealt with by those at present in charge of the shelter and this letter is written with the hope that the publicity given in your columns will interest a larger number and that some will offer to help in this effort pending the time when a comprehensive scheme shall be evolved and more efficient help be available.

I am, Yours Sincerely.

J. D.

Shanghai, Nov. 29, 1919.

Military Strength Of Teutons Subject Commons Discusses

Pointed Out That Terms Can Be Enforced Only After Treaty Is Effective

(Reuter's Service)

London, November 24.—In the House of Commons this afternoon Mr. Claude Lowther drew attention to the statement that Germany had an army of over half a million men on a war footing. Mr. Bonar Law replied that to the best of the Government's belief the number was exaggerated, but the Supreme Council was keeping this question in view, in order that the terms of the Treaty, after its ratification might be enforced.

He pointed out that the limitation of the numbers of the German army would only be effective after ratification of the Treaty. He emphasised that it was the supreme duty of the Allied Council in Paris to ensure that we ran no risk of being unable to enforce the Treaty and Marshal Foch could be trusted not to overlook the strength of the German forces

Smiles from the Mixed Court

What would YOU do
If while you watched
A funeral pass,
Someone, in haste,
An unknown friend,
Came loping by
And with a thrust
Set down a purse
Into your hat?
A bag that's worth
Full seventy cents
And bearing in
It's recesses
Two bucks in Mex.
Again I ask
What would you do?
Would your firm mind
Demand a quest
For ownership?
Or like the frail
And futile Tsang,
Who faced a court
On charge of theft,
Take six months jail
As penalty
For taking that
Which Briton
And a Chinese judge
Held was not his?
For many years
Our own Mixed Court
Has dealt out terms
And penalties.
But all that time
There's never been
A day in which
There's not been one
Or more accused
Before the law
With story bold,
But plausible,
That's worth the smile
And leniency
That follow.

* * *

POTTED BY KETTLES

Flashing lights, shimmer and sheen of brass kettles, highly polished, have an irrestible appeal for Woo Yui-zen, a hawker who is residing for the current two weeks in the municipal jail after having told his weakness to Japanese Assessor Hayashide and Magistrate Loh in the Mixed Court yesterday. He admitted appropriating to his own collection of brasses a kettle worth all of two Mexican dollars from Wong Yi-men at 153 North Fokien Road and making a similar addition to his worldly goods from Toong Ah-yen at 664 Dong Ka Loong.

* * *

OUT AGAIN; IN AGAIN

Eighteen months of meditation was the prescription offered by Italian Assessor Ros and Magistrate Tsang yesterday for Dzing Ah-sung, a painter, whose artistic temperament overcame his better judgment and led him into paths held not to be those of virtue.

For good measure the authorities, in view of the fact that they had held the artist forgot his profession to the extent that he was caught in a godown at an unseemly hour in the morning and was suspected of intending the offense of unlawfully possessing himself of goods that were not his property, ruled that at the end of his time in prison he should be expelled from the Settlement. As this has happened to the painter only 18 times before it did not agitate him greatly.

U.S. Gives Farewell To Prince Of Wales

Reply To Secretary Of State Sent By Royal Visitor When At Sea

(Reuter's Service)

Washington, November 25.—Mr. Lansing, Secretary of State, in a farewell message to the Prince of Wales on behalf of the United States Government, expressed the hope that the Prince would carry away with him membries as agreeable as those he had left behind.

He continued: "Permit me to express on behalf of the Government the satisfaction and pleasure which it has been to entertain as a guest so distinguished a representative of the British Empire, whose brief sojourn in this country has done so much to strengthen the friendship and goodwill of the two great English-speaking nations."

The Prince of Wales sent the following wireless reply from the Renown:

"I am greatly touched by the kindness of your farewell telegram on behalf of the United States Government. This visit has been for me a delightful experience which I shall never forget. I cannot thank the American nation and American Government enough for the kindness and hospitality they have shown me in such generous measure. I shall always think of the people of this country as friends, and shall look forward keenly to an opportunity of repeating my visit."

Scots Throughout World Celebrate St. Andrew's Day

Disciple Of John The Baptist Preached In Scythia And Asia Minor

For the many Scots in Shanghai as well as every other part of the world, today is a festive occasion. It is the day of St. Andrew, patron saint of Scotland. And it might also be said to be a British festival, so generally is it observed throughout the British Empire.

St. Andrew, according to the books of John and Mark, was brother of Simon Peter and was born at Bethsaida on Lake Galilee. He lived at Capernaum and was a disciple of John the Baptist and later of Christ. He is referred to many times in the New Testament. The tradition is that he preached in Asia Minor and in Scythia, along the Black Sea as far as the Volga. Pathras in Achaea is said to be the place where he suffered crucifixion on a cross of the form of the latter X, commonly known as St. Andrew's cross.

Because of the reverence for St. Andrew in Scotland, the cross symbolical of the Saint was made an integral part of the British flag. The Scottish legend concerning St. Andrew dates back to the eighth century. The relics of Andrew had been taken from the place of his crucifixion to Constantinople. From there they were said to have been brought by supernatural guidance to the site of the present St. Andrews in Scotland.

The oldest stories say that they were brought by Regulus to the Pictish king, Angus Macfergus, A.D. 731-761. Another tradition has it that the relics were in the collection of Acca, bishop of Hexham, and that he brought them to Pictland when he was driven from Hexham, A.D. 732.

Anking Kiukiang Kiuhwa Loting Miyang Peking Suining
Bataug Kikungshan Kwanghsien Mohei Nanking Pakhoi She Ki Chen
Canton Kwangpinghsien Kienning Mintsing Nantungchow Pootung Shenchow
Changchow Kweiyang Liaochow Manila Nanchang Pukow Shaowu
Changsha Shaohsing
Changteho Sheklung
Chenchow Sungkiang
Chunking Sienyu
Chefoo Santai
Chentow Suifu
Chinkiang Singeh
Chungfu Sichwan
Chao Hsien Taianfu
Chaling Taifen
Chengtu Tsingkiangpu
Chungting Tehchow
Changli Tientsin
Chow Kia Kow Tungchow
Daitatie Tungjen
Foochow Tatung
Hinghwa Taikuhsien
Haichow Tsinan
Hangchow Tsing-Shih
Hwanghsien Tsining
Hankow Tsingtan
Huchow Wuhu
Harbin Wenchow
Hofei Wanchih
Honan Wuchang
Hsuchow Woosung
Hengchow Wuchow
Hwaianfu Wei-hai-wei
Hungtung Weihsien
Juchow Wusih
Juning Yuhsien
Kwangchow Yu Yao
Kwaikingfu Yenping
Kachek Yangchow
Kerming Yeningkong
Kweichow Yochow
Kashing Yenchang
Kiaochow Yunchun
Kiangyin Yengchen
Kaifeng Yengchow
Kuling Yuchow
Kioshan Yuengkong

PAY BY CHECK

$1 opens a Savings Account
$100 opens a Checking Account

SOME ADVANTAGES OFFERED

1.—Our location is the center of the business district.
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Sale of Work

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at the

UNION CHURCH HALL

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Limbless Soldiers and Sailors.

To be opened at 3 p.m. by Lady de Sausmarez. There will be novelties, "Woolies," "Goodies" and Articles of Needlework for the old folks; and Toys, Aunt Sally, and Fishpond for the little ones. Cafe Chantant in upper tea-room (4-7 p.m.)

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From MONDAY, 24th Nov., our NEW STALL in the HONGKEW MARKET (in front of the S. M. Market Health Office on Miller Road) will be opened for the sale of OUR BREAD: **Stall open daily from 6 a.m. till Noon.**

Orders for BREAD and CAKES can be given to the man in charge.

Tickets for one pound of Bread are on sale at 14 for a dollar. In view of recent prosecutions against Chinese for selling inferior and short weight bread as "Fuhlee" bread in the market the Patronage of the Public is invited.

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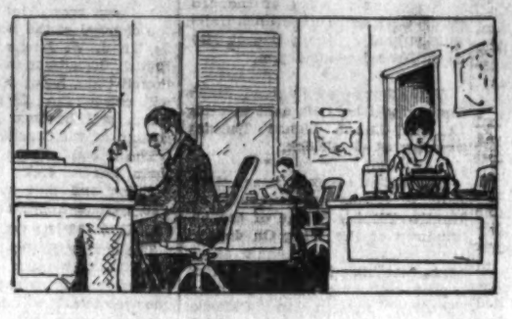

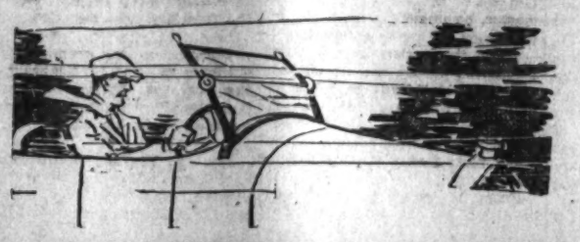

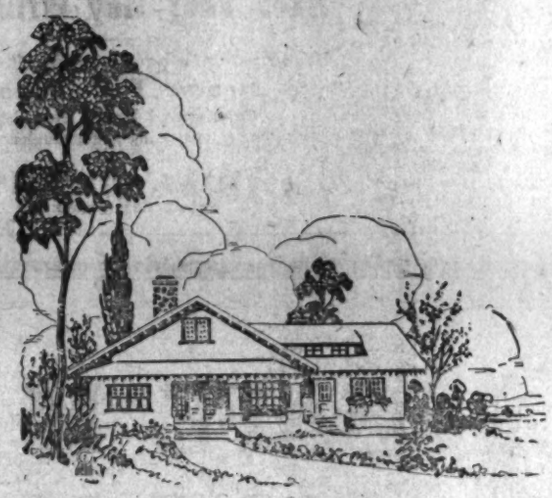

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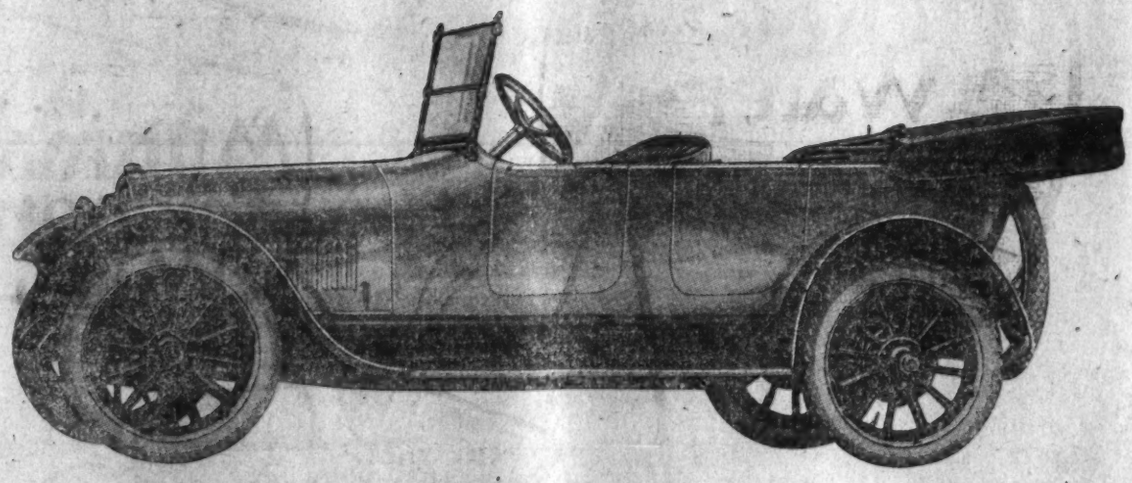

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EXCLUSIVE AGENTS

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News Brevities

Tomorrow is the opening day for deposits in the Shanghai Municipal Investment Bank for the November interest bearing period. Amounts from one dollar upwards will begin to draw interest at the rate of six percent at once. Deposits must be made before the expiration of the fifth day of the month in order to be recorded in the November savings.

* * *

Miss F. Bartlett, Mrs. E. Lennox and child, Mr. W. B. Williston with Mrs. Williston and children, and Mr. Harry Pearson, are among the passengers who sail at daybreak today on the steamer Kashima Maru for America.

* * *

The Banvard American Musical Comedy Company, which played here a few months ago to full houses, is now doing a big business in Calcutta at the Empire Theater. The Company will later go to Egypt and will also play a season in Jerusalem. It is planned to take the Company to France and Germany for entertainments before the Allied solders still stationed there.

* * *

Lady de Sausmarez will open the sale that will be held by the Union Church Ladies' Society at the Union Church Hall, at 3 p.m. Saturday. This sale is for the benefit of limbless soldiers and sailors. Articles of needlework, toys and "woolies" will be sold. Tea will be served at 4 o'clock.

* * *

The steamer Kashgar of the P. and O. line, on its way here from London, is expected tomorrow morning. The Kashgar left Hongkong Friday morning and brings 19,632 bales of cotton, 7,999 bales of twist and 407 bars of silver.

* * *

The crew of the U.S.S. Wilmington wish to express their appreciation to the ladies of the American Women's Club for their kindness in remembering them on Thanksgiving Day.

* * *

Singers are wanted for the cantata, "The Story of Bethlehem," by Spence, to be given December 21 under direction of Mr. C. D. Glauque, head of the Music Committee of the American Song Service. Practise will begin this week and it is hoped that a chorus of 50 may be organised. Singers for all parts are needed.

* * *

A beautiful specimen of a motor car de luxe in the form of the latest model Cadillac,, is now on exhibition in the window of the Honigsberg Garage in Bubbling Well Road. The car was brought out by Mr. Loomis, general manager of the Cadillac Company, who is now on a visit to the East.

* * *

The Peninsular and Oriental Steam Navigation Company steamer Dilwara is expected to leave Hongkong for Shanghai on December 4.

* * *

A regular meeting of the Woman's Christian Temperance Union will be held in Union Church Hall next Thursday at 4 p.m.

* * *

The Church of England Men's Society will hold its next meeting in the Church House Tuesday evening at 9 o'clock.

* * *

The Gillette Safety Razor Company is having an unusually attractive display in one of the big windows of the Wing On department store. A mannequin about three feet high is standing before a mirror shaving with a Gillette. Placards written in Chinese, describe the value of each particular stroke.

* * *

Shareholders of the Samagaga Rubber Company, Limited, will meet for the ninth annual meeting Wednesday at 4 o'clock in the head office of the Company, 6 Peking Road.

* * *

Dr. Herbert Chatley will open a discussion on "Sex Prejudice" at the Quest Society meeting in the Royal Asiatic Society's Lecture Hall, Musuem Road, at 5:30 tomorrow afternoon. Mr. A. J. Hughes will preside. Dr. Chatley's discussion will also embrace the question "Can Woman be the Economic and Political Equal of Man?"

* * *

A regular meeting of the Shanghai Missionary Association will be held in the Union Church Hall at 7 p.m. on Tuesday. Dean Walker will give an address at the business meeting on "The Missionary and the Foreign Community." A cordial welcome is extended to all visiting missionaries and others who are interested.

* * *

There will be a tea dance at the Columbia Country Club for members of that organisation and the American Club this evening. Kerrey's orchestra will furnish the music. The dance will begin at 4:30 o'clock this afternoon and will continue until 7:30 o'clock.

The Chinese Boy Scout Movement

A rally of the Chinese Boy Scouts of the Settlements' Association and of the Kiangsu Provincial Scout Association is being held today.

The parade will fall in on Avenue Edward VII near the Bund at 9 a.m. It is timed to move off at 9.30 a.m. and will proceed in columns of fours, with the Chinese Colors and Municipal Band leading, up the Bund to the grounds of the British Consulate General, which have been very kindly placed at the disposal of the Scout executive by Mr. J. W. Jamieson, C. M. G., British Consul-General and Baden-Powell Chief Scout for China, who will review the Chinese Troops which will be drawn up in close column on the Consulate lawn.

The troops will have with them heir bands, trek carts, bridge building and first aid equipment, also cyclists troops and signallers.

EVIEW AT 10 O'CLOCK

The review is timed for 10 a.m. and with fine weather should present a very interesting and picturesque spectacle. It will provide a first-hand demonstration of the wonderful growth of the Scout movement in China. The number of Scouts in Shanghai is about 1,400. In this province there some 1500 others, Wusieh, Nanking, etc., from which cities it is hoped representatives may come. The provinces of Hunan, Hupeh, Szechuen as well as Chekiang, Fokien and Kwantung have bodies of scouts totaling some 12,000.

The greatest encouragement is given this wonderful scheme of character training, which teaches good citizenship, manliness, self-reliance and patriotism.

It is to be observed that the British Rules for Scouting—it is an entirely British conception—purposely discountenance the movement being used for political purposes and that other countries which have adopted the scheme follow the same counsel.

Mr. Foster Kemp recently testified to the good which the movement is doing in Shanghai and in China generally.

LESSONS OF PARADE

The object lessons taught by tomorrow's parade will be discipline, initiative, orderliness, respect for the Flag, etc.

The officers in charge of, and responsible for, tomorrow's General Parade are Mr. Fitzroy Lloyd, the senior Scout Officer, in command; District Scoutmasters Li Chi-fang and Fawn Yau, executives of the Settlements' and Kiangsu Provincial Associations respectively, and Mr. A. H. Leslie, Senior Scoutmaster, commanding the 9th Chinese Troop, acting as adjutant.

After the review by the Chief Scout, the parade will march past and the salute will be taken by him. The column will then march down the Bund to the foreshore and will form close column on the grass plots facing the Sir Robert Hart statue.

From this point the parade will be dismissed, about 11 a.m.

St. John's University Notes

Mr. Yui Ung-ts of the class of 1919, Captain of last year's University track team, is now engaged in the capacity of assistant to Director Z. L. Wm. Sung in the Department of Physical Exercises.

* * *

The preliminary interclass English debate was held on Friday evening, November 21. The subject was "Resolved, that the proposals of the International Consortium of the loaning of money to the Chinese Government be accepted." All four classes were well represented by teams of three debaters each. The result was that the teams representing the senior and sophomore classes were defeated, by a narrow margin, by those which represented the junior and freshmen classes respectively.

The final debate will take place on Friday evening, December 12. The subject will be "Resolved, that the United States Senate should reject the Treaty of Peace with Germany." The juniors will uphold the affirmative, and the freshmen, the negative.

* * *

Permission was granted to the students to attend the mass meeting on the Public Recreation Grounds, West Gate, on the afternoon of November 23.

* * *

Dr. Y. Y. Tsu, Professor of Sociology, addressed the Sunday Service League on "An Intelligent Faith" at Martyr's Memorial Hall, Chinese Y.M.C.A., on Sunday, November 23.

* * *

Mr. T. L. Lin, National Secretary of the International Anti-Opium Association, spoke before the University Christian Association on Sunday evening, November 23. Mr. Lin's speech was on "China and Opium," dwelling chiefly upon the international importance of Opium, which was especially inspiring.

* * *

The Rev. J. A. Silsby, principal of the Ching Sing School, South Gate, spoke before a big audience at St. John's on "Shanghai Phonetics" on Monday evening, November 24. Mr. Silsby enlightened his hearers, especially the foreign frfends, on the question as how to apply the new system of phonetic writing to the so-called Wu dialect.

* * *

The translation contest, one of the important annual contests offered at the University, of English into Chinese and Chinese into English, took place on Tuesday, November 25. Quite a number took part in the competitive test for the gold medal given by the Class of 1910.

* * *

The Rev. J. B. Webster of the Shanghai Baptist College addressed the Educational Conference of the faculty of St. John's on "Religious Education" on Tuesday evening, November 25. Mr. Webster spoke chiefly about the present religious problem in China and its future prospects.

* * *

There was a holiday on Thursday, November 27, for the observance of Thanksgiving Day. A special Thanksgiving service was held in the morning in the Pro-Cathedral. The special offertory was devoted to the Widows' Home of Kiangwan. After the service, the students were permitted to go to town.

* * *

The St. John's football team defeated the Shanghai College eleven on the former's ground on the Thanksgiving Day in the first round of the intercollegiate series. The score was 5—0.

CONCERT AT BURLINGTON

Professor E. Shillinge, pianist and composer, announces a series of weekly public concerts to be given Tuesday evenings in the Burlington Hotel. They are to be in connection with his new conservatory of music which with five instructors has been established on Bubbling Well Road.

The first recital is to be given Tuesday night at 9:15 o'clock and will be followed by a dance. In the program, Professor Shillinge will be assisted by Mr. P. Selivanoff, the basso-baritone, who recently gave a concert at the Astor House, and Miss Anna Russel, Italian opera singer.

Japanese Minister At Madrid Is Dead

(Reuter's Wireless Service)

Paris, November 28 (via Lyons and Koukaza).—A Madrid telegram announces that Mr. Jujiro Sakata, Japanese Minister at Madrid, died suddenly on Wednesday night. Mr. Jujiro Sakata was Secretary to the Japanese Embassy in London for several years.

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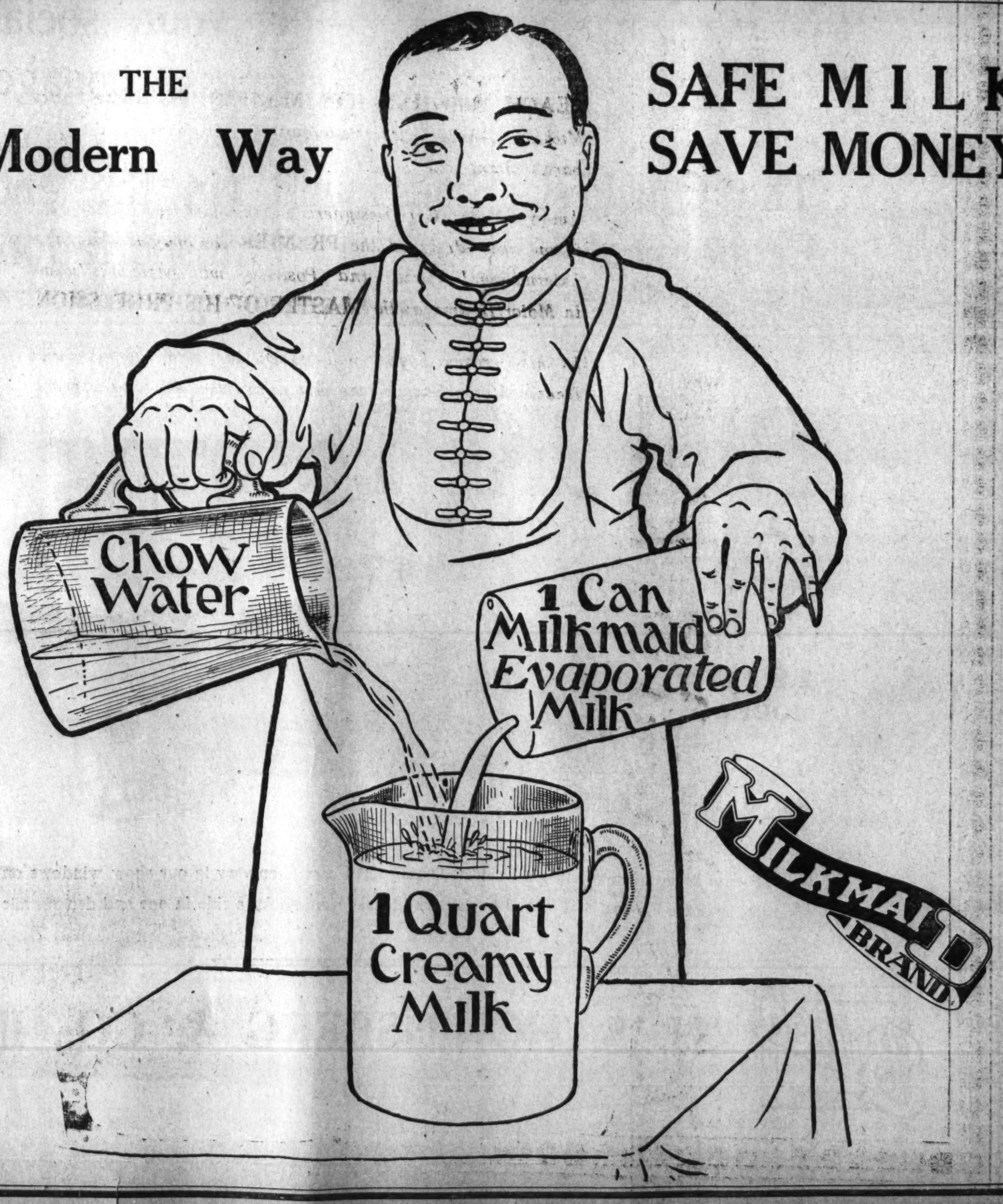

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THE EASTERN GARAGE
OUR MAIN SHOWROOM AT
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Industrial Plan For China Urged By Professor Bailie

(Continued from Page 1)

after which they robbed him. He refused to report his case to the British Consul because, he says, "innocent Chinese must then pay indemnity for the depredations of Chinese militarism and China is not responsible for this militarism."

PROFESSOR JOSEPH BAILIE

Professor Bailie is on his way to New York for a conference with the Board of Trustees of Peking University. He carries with him the endorsement of the Board of Managers at Peking for his scheme —the organisation of a Bureau of Industry and Labor, which will be attached to Peking University but which will be a distinctive unit.

Among other things, the scheme calls for the training in the United States of industrial men and mechanics, these men to return to China later as teachers. The work of the Bureau will include a complete survey of Industrial China and subsequent recommendations to properly develop the country. The scheme is one of the most ambitious projects ever presented and its realisation will mean the industrial awakening of China.

From Vancouver Professor Bailie will go to Seattle, San Francisco and New York. He will then start across the country to tell the American laboring man of China's industrial needs, that the youth of China must be industrially trained along modern lines, of China's industrial possibilities and the necessity of co-operation from American labor.

THIRTY YEARS IN CHINA

Thirty years ago Joseph Bailie came to China as a Presbyterian missionary. He is a Britisher, speaks Chinese fluently and has traveled extensively in North China. Professor Bailie is qualified to speak on Manchuria. And he does not mince words.

He told THE CHINA PRESS that British and American goods waited on station platforms of the South Manchurian Railway, the Japanese-owned line that is the only one penetrating the country, while Japanese goods are given preference.

He asserts that mail has been opened; that food supplies consigned to Scottish, Irish and American missionaries in Manchuria have been sidetracked. He charges the Japanese with inflicting systematised prostitution on the region and alleges that the morphia trade is not being suppressed.

"I know that many Japanese women are being brought to Manchuria for but one purpose," he said. "I have seen Chinese poisoned by the morphia brought into the country and sold by Japanese. I have seen the bodies of morphia victims, bodies that were dotted from the waist up by punctures.

"Morphia is entering Manchuria through the Japanese post offices; Japanese prostitutes are being brought there in large numbers.

In speaking of the South Manchurian Railway he said that Mexican currency was not accepted. Japanese yen only could be used to purchase passenger tickets or to pay freight bills. The Japanese have issued currency in all denominations down to ten sen, he said.

"THERE IS NO OPEN DOOR"

When asked about the "open door," Professor Bailie said: "There is no open door; the door has been banged shut and it will be a long time before it can again be reopened.

"The Japanese dominate the country and they are exploiting it in every way that will actually rob the region. They have built schools but these schools are for Japanese; they have erected hospitals—to care for their Japanese sick and they have established illicit business which brings profit to Japanese."

Professor Bailie sees no opportunity for China to assert herself in the world politic or the world industrial until the Peking Government follows the dictates of the Chinese people.

"The Chinese people do not want to be the tools of militarists; the people of Manchuria, now suffering in silence, do not desire to live in absolute terror of militaristic officials who are in the control of the Japanese; and when Peking realises this, a new and great China will result," said Professor Bailie.

Joseph Bailie has given the best years of his life to this country; he loves the Chinese people; he has conceived ideas, followed these ideas with practical accomplishments that have placed him among the men who have actually "done" things in China for China.

STARTED COLONISATION

He started a colonisation scheme in Kirin Province—and when Chinese soldiers assaulted him, threatened his life and then robbed him, his heart was nearly broken.

And after he was submitted to these indignities he did not demand indemnities nor ask his Government to demand satisfaction. He said: "These soldiers are the tools of militarists in the pay of an unscrupulous country; they do not represent the spirit of China nor the people of China—and if indemnities were demanded, the financial burden would fall on innocent people."

Professor Bailie's work in Kirin was his life. He believes—and started out to prove it—that the Province of Kirin will assure thirty millions of people an adequate return from the soil.

He says that if the people of Kirin Province are properly trained agriculturally and a simple colonisation scheme is followed, there will be no poverty.

He wanted to follow his agricultural teachings by industrial development, the industrial development bound to come when prices of food are low. He planned to establish a school of architecture so that plans might be made for these factories which must grow. He planned to teach living conditions, sanitary precautions—Professor Bailie aimed to humanise the people of Kirin.

WORK AT OMUHSIEN

The foundation of the ambitious scheme was laid at Omuhsien, one hundred miles from Kirin City where was stationed the nearest Japanese consul. The start was made with a group of sufferers of the flood of 1917 which devastated many districts in Chihli and caused poverty and starvation. The first piece of earth at Omuhsien was turned in 1918.

The work went on steadily and effectively and it was expected that 500 more families would be brought to the district next year. But the teacher and his pupils were not protected for there was and is no government. "The spirit that surrounds the officials' yamens is that of a robber gang," said Professor Bailie.

Yet the work went on and there was no interference until last March when the Consul for Japan complained to the Civil Governor at Kirin City of "the Englishman who was getting hold of the land of Manchuria."

The Civil Governor told the Consul that Professor Bailie was working for the poor, that the land was held in the names of Chinese and the land was to be given to the poor people for cultivation. Other protests from the Japanese Consul followed. "He protested until I was actually thrown out after an eventful occurrence on June 26."

REQUESTS PROTECTION

On the seventh of June Professor Bailie was warned by the headman of the district that soldiers masquerading as bandits planned to kidnap him. Professor Bailie requested protection. No answer came from the officer in charge of the Omuhsien soldiers. Ten days later Professor Bailie wrote direct to the Tuchun of Kirin, again asking for protection.

Professor Bailie finished his mid-day meal before noon on June 26. He had cleared the table and was wrapping a package to mail when the butt of a rifle shattered the door of his little hut. He turned and stared into the muzzle of six guns leveled at him by six men in the uniforms of Chinese soldiers. He thrust aside the muzzles and demanded an explanation.

The answer was repeated blows from the rifles until his right arm was broken. He was pushed through another room, out the back door and into the little yard where eleven of the men he had taught the elements of gardening were working. As a jab from the muzzle of a rifle cracked Professor Bailie's rib, his helpers fell to the ground and covered their heads fearing that they would later be recognised and shot by the soldiers.

Professor Bailie said: "My heart sank when I saw men whose spirits had been broken by a militaristic policy that is directed by another country."

SOLDIERS LOOT TRUNKS

A young girl shouted the Chinese word for money and the beating stopped. Professor Bailie opened his trunks. The soldiers looted them. They stole from him the decoration of the fifth order of the Chiao Ho given him by the Chinese Government for colonisation work.

Some hours later the commander of the district came to investigate. He refused to order a detail to search for the robbers and sent a guard of eight soldiers to the next camp with Professor Bailie after protesting that he could not do so.

Professor Bailie was carried across the mountains in a rattan chair. A broken rib, a broken arm and body bruises were found by the examining physician, Dr. Grey.

He was examined by Dr. Grey on the second of July. Two months later he was able to be about, another month saw him planning his ambitious scheme for the scientific development of industrial China.

Now he is on his way to the United States to tell the people there the needs of the country whose soldiers maltreated and robbed him—and will relate to the people of America what Japan is doing in Manchuria.

CEREMONY AT STRASBURG

(Reuter's Service)

Paris, Nov. 25.—The official Inauguration of Strasburg University took place on the anniversary of the entrance of French troops into Strasburg after the armistice. President Poincare presided at the ceremony.

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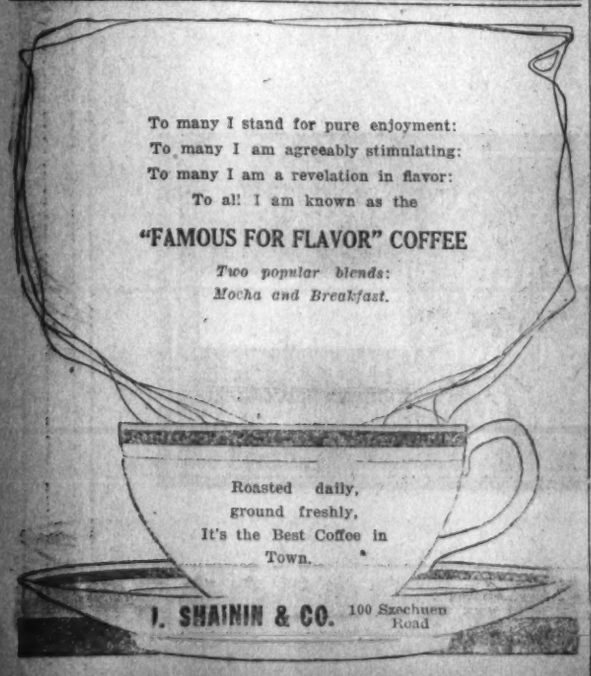

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FRENCH CABINET CHANGES STATED

Posts Made Vacant By Defeat Of Ministers Filled By Appointments

(French Wireless Service)

Paris, November 28 (via Lyons and Koukaza).—Owing to the defeat of several Ministers and Under-Secretaries of State at the polls, the following Cabinet changes have been made:

M. Leon Berard succeeds M. Lafferre as Minister of Public Construction.

M. Louis Ducois succeeds M. Clementel as Minister of Commerce.

M. Yves Le Trocquer succeeds M. Morel as Under-Secretary of State for Finance.

M. Deschamps, previously Under-Secretary of State for Demobilisation, a post now abolished, is appointed Under-Secretary of State for Posts and Telegraphs.

No appointment has yet been made of a successor to M. Colliard as Minister of Labor. It is stated that M. Clemenceau contemplates the appointment of a deputy of Alsace or Lorraine, and in the Lobby of the Chamber M. Schuman, Deputy for the Department of the Moselle, and M. Releyer, Deputy for the Department of the Upper Rhine are mentioned as likely candidates.

DEFEAT FOR GOVERNMENT

(From Our Own Correspondent)

Peking, November 25.—The attempts of the friends of Chou Tze-chi to replace Li Shih-hao as Minister of Finance in the new Cabinet with either Chou himself or some one more acceptable to them than Li Shih-hao has ended in failure. Mr. Li Shih-hao's nomination stands and will be voted on by Parliament with the other Cabinet names some time this week.

The Premier's failure to get Chou Tze-chi appointed to the Ministry of Finance is commented on here as a distinct defeat for the Government, and both Chin Yun-peng and the President are being criticised for their attempt to put through the impossible. The opposition to Chou appears, according to well informed persons, to have been insurmountable from the start, as only the President, the Premier and a certain number of the Old Communications Party were behind him, while every other political group in the North and many of the Southern politicians were opposed to him.

The post as Director-General of the Currency Bureau, which is open to Chou Tze-chi if he is willing to accept it, is of no great importance at the present moment, but can develop into great significance if the New Consortium is realised or if China obtains a large Currency Loan from some source. It is the Government's hope that a loan for Currency Reform will materialise as soon as the country is at peace, and for this reason President Hsu and Premier Chin are anxious to have Chou consent to take control of the Currency Bureau now. Chou Tze-chi is looked upon in official and financial circles as China's leading financial expert, and there is a general belief that he can accomplish good results in the matter of Currency Reform if only sufficient funds for this purpose are forthcoming.

Military Conference Is Planned In Yunnan

Peking Gets Report Of Plan General Tang Chi-yao Has In View

(From Our Own Correspondent)

Peking, November 25.—The Government is in receipt of a telegraphic report from Yunnan that General Tang Chi-yao has planned, to call a military conference at his Yamen during the last days of this month. This meeting, which is to be attended by all of Tang's officers from the rank of Battalion Commander upwards, will discuss measures to deal with the Tibetan situation, the resumption of peace negotiations with the North and ways and means of raising funds for campaign expenses in the event that it is decided to resume hostilities with the Northern forces. It is understood that the Peking Government has instructed its agents to keep a close watch on what transpires at this conference and to report events to Peking from day to day.

Swiss President Visiting Belgium

(Reuter's Wireless Service)

Paris, November 28, (via Lyons and Koukaza).—M. Ador, President of the Swiss Confederation has arrived in Brussels where he was received by King Albert. M. Delacroix, the Belgian Premier has not yet completed the formation of his cabinet, certain politicians having at the last moment refused to accept office.

American College Men Give Dinner In German Club

Chinese Banquet Served And Guests Dance To Jazz Tunes

Shades of Bismarck and Frederick the Great, it is taken for granted, were disturbed last night when the famous German Club building, probably the finest club home in the Far East, was reopened with American college yells. Last night, however, the American University Club of China and their ladies to the number of 205 celebrated with a Chinese dinner, eaten with chopsticks, and with music played by a Chinese orchestra. At intervals between the twelve courses of the banquet they danced fox-trots and one-steps to jazz music and at the close of the feast listened to entertainment by members of the Universal Film Company who gave monologues and recitations.

The dinner included everything from sharks fins to "eight precious puddings" and was served under the watchful inspection of Dr. Fong Sec. The Chinese music was a special selection provided by Mr. N. Y. Chang, secretary of the Chinese General Chamber of Commerce.

The Universal Film guests were Mr. Wadsworth Harris, Shakespearean reader, and Mr. Otto Lederer, who was introduced as the gloom chaser. Mr. Harris' selections were from Henry VIII.

MUSIC PROGRAM TUESDAY

The music department of the American Woman's Club is giving the following program on Tuesday at the Carlton Cafe.

1. Vocal solo: "Return, Oh Lord of Hosts"—"Samson"
   Mrs. Roland Hughes.
2. Vocal solo: "Oh rest ye in the Lord"—"Elijah"
   Mr. Allan G. Loehr.
3. Vocal solo: "Like as the Hart desireth"—Allitsen
   Mrs. Arthur W. Allison.
4. Vocal solo: Selected.
   Mr. L. Burman.
5. Vocal solo: "Honor and arms"—"Samson"
   Mr. J. E. Good.
6. Vocal trio: "The birth of the flowers"—Lehman
   Mrs. Allison, Mrs. Hughes, Miss McConnell.

Accompanists: Miss La Mond, Mrs. Cavanough.

Vote On Cabinet Government Defeat

Administration Officials At Peking Admit Policies Have Suffered Blow

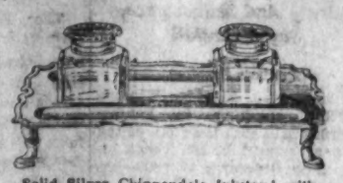
(China Press Own Service)

Peking, November 29.—The lower house today passed the entire cabinet nominations submitted Saturday excepting Chang Chi-tan as Minister of Agriculture and Commerce, and Hsia Shou-kang as Minister of Education who were defeated by 108 and 10 votes respectively. Government officials admit their defeat is a serious blow to the prestige and policies of the President and Premier. They attribute their failure to the strength of the Anfuites who, reinforced by the arrival of Hsu Shu-cheng and whose recent victory regarding the appointment of Chou Tze-chi and whose energetic financial campaign in the provinces has resulted in acquiring of party funds without Government subsidies. Cabinet officials say the Government now has two alternatives to deal with the present situation, either to submit new candidates to replace defeated nominees or to carry on these two Ministries under Vice-Ministers.

Peking Places Ban On Coinage Of Gold By Yunnan Tuchun

(From Our Own Correspondent)

Peking, November 26.—The Ministry of Finance at Peking continues to be exercised over the coinage of gold dollars by Tuchun Tang Chi-yao in Yunnan and has adopted two definite measures to prevent the circulation of these coins. The first of these measures was a circular telegram to the provincial authorities of Yunnan prohibiting the coinage and circulation of the new gold dollars, while the second step consisted of an instruction to the officials of the provinces bordering on Yunnan to the effect that all Yunnan gold coins entering their districts are to be taken up and withdrawn from circulation at once.



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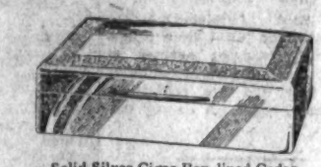
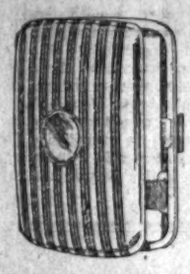


Solid Silver Cigar Box, lined Cedar, beautifully Engine Turned. Size, 7 inches by 5 inches. £12 5 0.



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Sino-American Bank Opens Headquarters At Capital In January, Announcement

Branches To Be Opened In Shanghai, Hankow, Ichang And Canton; Perhaps One At Tientsin, Say Promoters Of New Institution

(*From Our Own Correspondent*)

Peking, November 26.—In discussing the new Sino-American Bank, Mr. Hsu En-yuan, to whom the credit for originating the idea for the bank and putting it through is due, said that this Chinese - American enterprise would be one of the biggest institutions of its kind in the Far East. According to Mr. Hsu all the difficulties that stood in the way of realising his enterprise have now been removed and nothing now remains but to settle various matters of detail before the offices of the bank are opened.

The head office of the Sino-American Bank will located in Peking, and for the time-being temporary quarters have been taken in premises situated outside and to the West of Chien Men Gate. These quarters, which are the property of ex-President Feng Kuo-chang, are now occupied by the Ta Lu Bank, but arrangements have been made for the Ta Lu people to vacate them in time for the Sino-American Bank to hold its opening some time next January. Two sites for the bank's permanent quarters, one near the bank of China and one inside the Legation quarter, are now under the consideration of Mr. Hsu and Messrs. Stone, Wiggins and Bruce, and the construction of a permanent building will commence as soon as this question is settled.

BRANCH IN SHANGHAI

Mr. Hsu stated that in addition to the head office in Peking the new bank would open branches in Shanghai, Hankow, Ichang, Canton and, probably, Tientsin, and that each of these branches would serve as a center for a number of sub-offices that were opened in the interior. Arrangements for these offices are now under way, and each office will be established as soon as the necessary plans for it can be put into effect. The bank will, furthermore, have an American head office at New York, and a number of other offices are likely to be opened throughout the North American Continent at an early date. Branches in Europe and other parts of the world will be established as soon as circumstances warrant it.

The question of the Bank's Chinese and foreign staff is at present meeting the careful attention of Mr. Hsu and his Chinese and American colleagues, and no pains are being spared to assemble a highly qualified corps of banking experts to conduct the affairs of the head office in Peking, where the bank will be located in the Chinese city and where Chinese business is of the first importance; and the same policy will be followed in those cities where there are no foreign concessions. Where, however a branch of the bank is situated in a foreign concession it will have an American manager.

U. S.-CHINESE CAPITAL

The paid up capital of the Sino-American Bank is $10,000,000, half of which is Chinese and the other half American money. The American capitalists interested in the bank are Mr. Galen F. Stone, of Messrs. Hayden, Stone and Co., Mr. A. H. Wiggins, of the Chase National Bank of New York, and Mr. E. B. Bruce, of the Pacific Development Co., who represent some of the strongest American financial interests. On the Chinese side there are, in addition to Mr. Hsu En-yuan, ex-President Li Yuan-hung, ex-President Feng Kuo-chang, Mr. Liang Shih-yi and a number of influential officials and ex-officials. Members of the Chinese Chamber of Commerce in Shanghai and Tientsin are also financially interested in the bank.

With regard to the policy of the Sino-American Bank Mr. Hsu stated that its sole object was to finance commercial and industrial enterprises. China, Mr. Hsu said, was lacking in purely commercial and industrial banks, and both he and his colleagues felt strongly that their greatest chances for success lay along these lines. Hence the bank would devote itself strictly to business of this nature and refrain from any policy that might involve it in government finance.

In conclusion Mr. Hsu expressed himself as enthusiastic over the reception given here to Messrs. Stone, Wiggins and Bruce from all quarters and remarked that this could be taken as an indication of the support that the bank would have as soon as it opened its doors. At the dinner to these gentlemen at the Foreign Office night before last 186 guests representing official, financial and commercial circles were present, and all of them were united in their support of and enthusiasm for the idea underlying the Sino-American Bank.

Peace Is Not Assured, Says British Speaker

Europe Is Seething Scene Of Misery And Malevolance, Says Churchill

(*Reuter's Service*)

London, Nov. 25.—Mr. Winston Churchill speaking in London yesterday said that the state of the world at present by no means betokened an endurance of peace, except that the fighters were exhausted. The people talked about the world on the morrow of the war as if it had been transported into a higher plane. Actually we had been transformed into a sphere lower than before the war. Never before was a more complete callousness and indifference to human life and suffering manifested throughout the world. Europe was a seething scene of misery and malevolence. This for the moment was not dangerous merely owing to exhaustion.

Danish Boat At Suez With Burning Cargo

(*Reuter's Service*)

Port Said, (Undated).—The Danish steamer Natal from Singapore for Copenhagen arrived at Suez with her cargo on fire in holds number four and five, containing 1,640 tons of copra. A survey will be held.

To Send Austrians Home From Siberia

(*Reuter's Service*)

London, November 25.—In the House of Commons today replying to Commander Kenworthy Sir Hamar Greenwood stated that there were about 140,000 Austrian prisoners in Siberia at present. He added that the Supreme Council in Paris was taking steps to repatriate enemy prisoners of war in Siberia as soon as the Allied forces had been evacuated.

Railway Fares In U.S. Reduced When Direct Line Used

The United States Railroad Administration has published a new schedule of rail fares, putting in force lower rates via direct lines with a view of forcing traffic over shortest route, according to information received by the Pacific Mail Steamship Company here.

For the first time in the history of the Trans-Continental fares the rate via Sunset Route is materially higher than via Ogden Route to the East. The new schedule evidently prohibits travel east-bound from San Francisco via the Sunset Route.

With the return of the Railroads to private operation which is expected from January 1, 1920, according to the announced policy, the present Railroad Administrative Officials are beginning to re-establish their traffic departments with a view of soliciting business and otherwise restoring transportation to pre-war statis.

Shipyards In U.S. On Pacific Reopen

(*Reuter's Pacific Service*)

San Francisco, Nov. 28. (By Wireless).—The Pacific Coast shipyards which had been closed since October 1 when the shipyard workers went on strike resumed work on November 24, without recognition of the Unions.

NAVY 'Y' ENTERTAINS

Last evening the Navy Y.M.C.A. entertained at dinner the combined Navy Football Team from the U.S.S. Wilmington and Elcano. Later an acrobatic performance was given in the gymnatium by young Chinese specialists.

This was enjoyed by sailors from the two ships mentioned and U.S.S. Villalobos, and including a number of newly arrived sailors from the U.S. South Dakota, now at Manila.

Indo-China Official To Be French Deputy

Governor-General Sarrant Is Elected And Will Not Return To Orient

(*French Wireless Service*)

Paris, November 27 (via Lyons and Koukaza).—It is stated that M. Albert Sarraut, Governor-General of Indo-China, who has been elected deputy for the Department of the Aude, will not return to Indo-China, but will devote himself entirely to his duties as legislator. A new Governor-General of Indo-China will therefore have to be appointed shortly.

Commons Discusses Pensions Question

(*Reuter's Service*)

London, Nov. 24.—In the House of Commons today Sir Bertram Falle asked if any action had been taken or would be taken to increase the prewar pensions of pensioned Officers in the Malay States Government service. He pointed out that the Ceylon Government had recently granted their pensioned Officers a bonus and made it retrospective. Lieut. Col. L. C. M. Amery, Under Secretary of State for the Colonies, replied that Lord Milner was at present considering proposals from the High Commissioner for the Malay States. In the case of Ceylon the bonus was granted as from January 1 in the shape of a percentage on pensions, ranging from 33 percent on very small pensions to 5 percent on pensions not exceeding £800 this bonus had been approved only as a temporary measure pending the report of a commission which the Governor proposed to appoint when conditions had become more stable.

French Commissioner Arrives In Syria

(*Reuter's Service*)

Paris, Nov. 25.—General Gouraud French High Commissioner in Syria arrived at Beyreuth on November 21.

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All France Stirred By America's Action

Senate's Rejection Of Treaty Is Regarded By French As Incredible

Paris, November 25.—French circles are following with the closest interest the development of the debate on the Peace Treaty in the American Senate. The French as a whole regard rejection of the treaty as incredible. Financial circles realise that rejection, would circles realise that rejection would Allied trade and the world's financial system and therefore there is still a strong hope that some compromise will be found, which will satisfy the American Senate but not destroy the treaty of Versailles.

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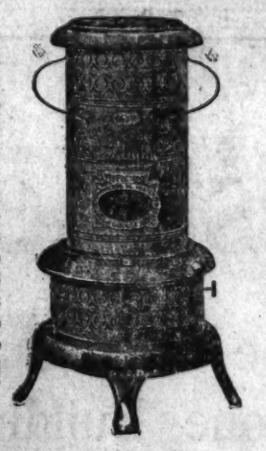

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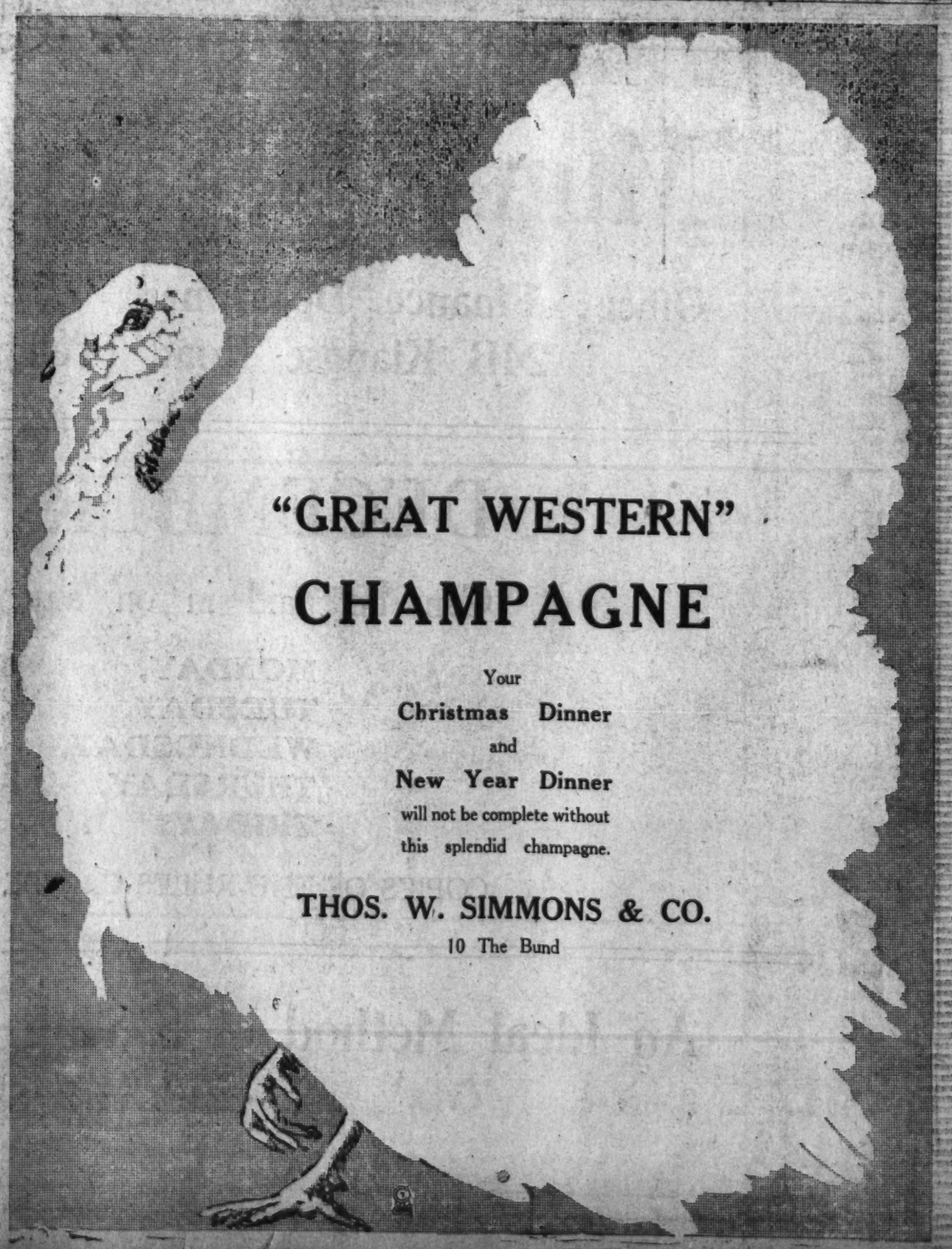

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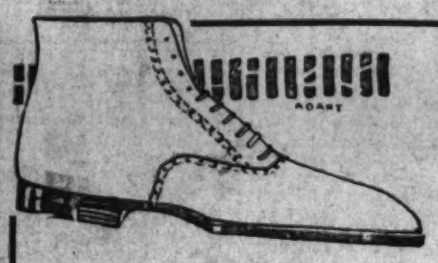

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An exquisite soft Tan Glace Oxford. Easy fitting last, smart medium toe, good sole of light weight. The Regal fitting ankle.

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Tan Calf Blucher Oxford. Round toe, light flexible sole, the Regal snug fitting ankles. Also in Tan Glace, Black King Calf and Black Glace. One price all round

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In Tan Calf, this finely proportioned well cut Blucher boot will appeal to discriminating wearers. Its smart round toe, and general excellence of finish ensure its popularity as a high grade Regal.

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Also in Tan Glace.

The Dressy Dress Boots

The "Hub"

Black King calf blucher, round toe, light sole. Comfortable and easy fitting.

Price $14.50 pair

Also in Black Glace Balmoral.

The "Gotham"

A well cut and superbly lasted Black King calf blucher. Smart toe, medium weight sole.

$14.50 pair

Dull Kid Court

Cuban heel, smart toe, dainty uncommon buckle as tasteful decoration.

Regal Price $12.50 per pair

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The "Wellesley" Boot

Tan Russian Calf, whole straight goloshed, Cuban heel Balmoral. Punched seams, cap and facings. Pointed toe.

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A Balmoral with a Tan Calf golosh and a Brown Antelope top, Louis heel.

Price $17.00 pair

Also in Tan Glace top.

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Tan Glace Balmoral Boot

Straight goloshed, Cuban heel, toe capped.

Price $18.75 pair

Also in Black King Calf, dull kid top, straight, capped, Cuban heel.

The "Bronx" Black Glace Blucher Oxford

Round toe, Cuban heel medium weight sole. An ideal Winter dry-day shoe.

Regal Price $12.50

Black Glace Pump

2½ ins. Louis XV. heels, vamped, punched at edges. Pointed toe.

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Patent Leather Shoes All Sizes—All Fittings

In patent leather: beautifully modelled pump, snug fitting heel.

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In Dull Kid:

Japan Has Opportunity To Close Open Door In Shantung If Treaty Clauses Stand

Considerable light has been thrown on the moral, legal and political aspects of the Shantung question, but its equally important economic phase seems to have been entirely neglected. Under articles 156, 157 and 158 of the Peace Treaty, generally known as the Shantung clauses, Japan has acquired a right, so to speak, to succeed to all mining and railway concessions which Germany exacted from China before the war and to all German public properties in the territory of Kiaochow. In order to know what such a right includes it is necessary to advert to the text of the Shantung provisions which read as follows:

Article 156.—Germany renounces, in favor of Japan, all her rights, titles and privileges—particularly those concerning the territory of Kiaochow, railways, mines and submarine cables, which she acquired in virture of the treaty concluded by her with China on March 6, 1898, and of all other arrangements relative to the Province of Shantung.

All German rights in the Tsingtau-Tsinanfu Railway, including its branch lines, together with its subsidiary stock of all kinds, stations, shops, fixed and rolling stock, mines, plant and material for the exploitation of the mines are and remain acquired by Japan, together with all rights and privileges attaching thereto.

The German State submarine cables from Tsingtau to Shanghai and from Tsingtau to Chefoo, with all the rights, privileges and properties attaching thereto, are similarly acquired by Japan, free and clear of all charges and incumbrances.

Article 157.—The movable and immovable property owned by the German State in the territory of Kiaochow, as well as the rights that Germany might claim in consequence of the works or improvements made or of the expense incurred by her, directly or indirectly, in connection with this territory, are and remain acquired by Japan, free and clear of all charges and incumbrances.

Article 158.—Germany shall hand over to Japan within three months from the coming into force of the present treaty the archives, registers, plans, title deeds and documents of every kind, wherever they may be, relating to the administration, whether civil, military, financial, judicial or other, of the territory of Kiaochow.

Within the same period Germany shall give particulars to Japan of all treaties, arrangements or agreements relating to the rights, title or privileges referred to in the two preceding articles.

The articles only set forth in general terms the concessions and properties Japan has acquired, saying nothing about their economic value or earning capacity. This ommission consequently leads superficial observers to forget that the railroad and mining concessions now transferred to Japan are of vital economic importance to China and the outside world. As worked out by the Germans these concessions served and will serve as very effective weapons to capture the whole trade in the Shantung province and to debar outsiders from having a due share in its market.

In brief, the railway concessions in Shantung amount to 575 miles, exclusive of the Tsingtau-Tsinan Railroad which was constructed and has a mileage of 310 miles. Within a distance of 30 li (about 10 miles) from each side of these railways the Germans had the right to develop the mines.

ECONOMIC CONDITITION

Commercial developments and possibilities in Shantung deserve wide attention. In the year of 1912 Tsingtau, the only important commercial port in Shantung, carried two-fifths of the entire German colonial trade, and the articles imported through this port into Shantung amounted to $45,000,000.00 exclusive, however, of the materials imported for railway construction and mining which were usually supplied by German corporations. In 1913 the import trade jumped over $50,000,000.00, and had not the outbreak of war in 1914 interrupted the importation of foreign goods, there is reason to believe that the total value of imports would soon have passed the 100 million mark.

It is interesting to know that the articles imported consist principally of kerosene, petroleum, papers, cotton goods, cotton yarns, sugar, dyestuffs, etc. According to the returns of the Chinese Maritime Customs, there has been a steadily increasing demand for kerosene and cotton goods. Before the war Shantung relied upon Russian and American kerosene as the two principal sources of supply, but the war and the civil strife in Russia have entirely cut off the Russian source, leaving the market to American oil. With Russia still in political chaos, this favorable situation will continue for several years. Cotton goods and cotton yarns have a big and ready market in Shantung and large profit has been reaped in this field.

Shantung is chiefly an agricultural country, producing in large quantities such products as wheat, barley, beans, maize, millet and other grains. The principal exports are peanuts, straw braid, bean cake, tussore yarns, cattlehides, live stock, eggs, fruit, pongee or Shantung silk as it is commonly called. Before the war the Germans established in Kiaochow various factories equipped with modern machinery to put these agricultural products in a better shape so as to command a better market abroad or elsewhere. The wider the market for the native products, the higher will be the purchasing power of the population, and this would in turn enable the people to absorb more foreign imports such as sugar, cotton goods, luxuries, etc. The commercial records for the past few years support this statement.

In connection with this description of the general economic conditions in Shantung, the American public must bear in mind that no matter how rich Shantung is or will be, yet under the Versailles treaty, foreign investors or exporters could not expect to gain a foothold in the Shantung market because the present Shantung clauses virtually authorise Japan to close the open door. With the assistance of railways the Germans were able to put foreign competitors *hors de combat*, and their disciples, the Japanese, are even in a better strategical position to do so by virtue of the tacit assent of the other Powers.

RAILWAY RIGHTS

In virtue of article 156 of the Peace Treaty Japan holds the right to construct railways in Shantung—a right that has an economic as well as a political significance. Politically, such a right is usually the forerunner of peaceful penetration and political domination; economically, it helps in monopolising trade and exploiting the people. The history of the railways in the United States is replete with instances of how a mighty railroad could develop an industry in one section of the country and cripple it in another, how it had wrested business from its competitors, how it compelled consumers to pay exorbitant prices for transportation service. This is no less true of the railways in Shantung. According to German reports, the German merchants diverted in 1912 nearly the whole trade of the province to Tsingtau by utilising the aid of the Tsingtau-Tsinan Railway, although they actually did only 60 percent of the total business. By the same means the Japanese will try their utmost to bring trade wholly within their hands.

In regard to the railway concessions in Shantung, Clause 1 of Section 11 of the treaty of 1898 between China and Germany provides:

China agrees to permit Germany to construct two railway lines in the Province of Shantung; one from Kiaochow, past Weihsien, Ch'ingchow, Poshanhsien, Tzu-Ch'uan and Tsoup'ing to Tsinanfu and the Shantung frontier; the other from Kiaochow to Ichow and thence past Laiwuhsien to Tsinanfu. The railway from Tsinanfu to the frontier of Shantung is not to be begun until the line to Tsinanfu has been built in order that arrangement may be made for a junction with the main lines constructed by China. The route of the line is to be left for future arrangement.

Before the outbreak of the war Germany wrested from China three railway concessions, one from Tsingtau to Tsinanfu, another from Kaomi to Suchowfu via Ichow and still another from Tsinanfu to Shuntehfu on the Peking-Hankow lines. The Tsingtau-Tsinan Railway was constructed and completed in 1904 by the German Schantung Eisenbahn Gesellschaft with a capital of $14,000,000. The original cost of construction was $13,000,000 but in 1912 it ran up to $14,500,000. It has a mileage of 256 miles on the main line and 54 miles on the branch lines. The most important branch line, 28 miles in length, runs from Changtien to Poshanhsien where considerable coal deposits are being worked.

The Tsingtau-Tsinanfu Railway has been in operation for the past ten years. It has done a very prosperous business since it was opened to traffic. According to the figures of 1913, the traffic over the line amounted to 900,000 freight tons, the passengers carried numbered over a million and a quarter, and the receipts for the year 1912 reached the mark of $2,400,000 as over against $1,200,000 for expenditures. And the dividend declared was 7.5 percent. Be it remembered that with the aid of this mighty railway the Germans were able in 1912 to draw almost all the traffic in Shantung to the harbor of Tsingtau.

The railway project running from Kaomi (near Kiaochow) to Suchowfu was not carried out, and under a protocol signed in 1909, Germany relinquished to China the right to construct this line but on condition that China should employ German capital and German engineers, and on further condition that China should undertake to begin construction not later than 1915 after which it is questionable whether the right of construction would revert to Germany. This railway project has a mileage of 334 miles, and, if constructed, will form the base of a triangle of which the lines from Suchowfu to Tsinanfu and from Kiaochow to Tsinan constitute the other two sides. Like the Tsingtau-Tsinan Railway this line would draw off traffic from Lunghai to Shantung ports as is shown on the map. It is rather unfortunate that China should have failed to hasten the construction of such an important project.

IMPORTANT TO GERMANS

The Kaomi-Suchowfu line appeared so important to the Germans that they felt uneasy and irritated when the Tsin-Pu Railway built with British capital made connection with the Tsingtau-Tsinan line at Tsinanfu and passed down to the south. Writing in Deutsches Kolonial Monatsblatt for the year of 1913 a German authority expressed the opinion that the Tsin-Pu Railway would eventually cripple all German commercial, financial and political interests in Shantung and urged that Germany should by all means construct the Kaomi-Suchowfu line in order to safeguard her interests. It is thus clear that railways in Shantung have a strategical value and may be used as a bulwark against aggression, to say the least.

Another line contracted for but not constructed runs from Tsinanfu to Shuntehfu on the Peking-Hankow Railway. This project has, at least, a mileage of 241 miles. Should it be realised by the Japanese, this would bring Honan and adjacent provinces under Japan's economic and political control. With this vast colony in the center and a stronghold in Manchuria in the north, Japan's grip on China will be immeasurably strengthened and will spread in all directions until she controls the whole of northern China both economically and politically.

The railway concessions that Japan has acquired under the peace treaty thus amount to 885 miles, and to realise these projects a capital of $40,000,000.00 would be required. Under the present circumstances, China can neither supply capital nor materials for construction. She has only unskilled labor. The capital therefore must come from Japan or other Powers. Even granted that non-Japanese capital is invited, there is no assurance that Japan will not discriminate against it in one way or another as she has repeatedly done in the building and operation of the Manchurian railways. The consequent result will be that non-Japanese capitalists will hesitate to invest, and the whole enterprise will be financed by Japan alone—a danger that threatens to drive out foreign trade from the provinces where Japan alone has a free hand in the administration of railways. The situation in Manchuria has fully demonstrated all this. History will repeat itself again in Shantung and its adjoining provinces.

MINING CONCESSIONS

Shantung is full of such mineral resources as coal, iron, gold and other metals, but as recent investigations show, coal is the most abundant of all. As indicated on the map, rich coal deposits and coal fields are found here and there, along the Tsingtau-Tsinanfu Railway, and two of these coal fields are being worked very profitably.

Mining concessions in Shantung were granted to Germany under Clause 4 of Section II of the treaty of 1898 which reads as follows:

Within 30 li (about 10 miles) of the above railways (as specified in Clause 1, Section II)—as, for instance, in Weihsien and Poshan, on the northern line from Kiaochow to Tsinanfu, and in Ichowfu and Laiwinhsien, on the Southern line, from Kiaochow via Ichow to Tsinanfu—Germany is permitted to excavate coal, etc. The necessary work may be undertaken by German and Chinese merchants combining their capital.

In accordance with this Convention German corporations began mining operations in the places specified notably at Weihsien and Poshanhsien. Of these two the Poshan deposit is perhaps the largest, for its output in 1913 was put at 414,000 tons while the Weihsien district yielded during the same year only 199,000 tons.

WONDERFUL FUTURE

So far as statistics and investigations show, the Poshan coal field has a wonderful future for development; the quality and quantity of its products outrival all the rest. According to an authentic statement in the Far Eastern Review it was discovered in 1904 that just 268 meters (878 feet) beneath the surface there were three strata groups with varying qualities. The first group 100 meters (328 feet) below the characteristic top layer shows about 16 meters (52.5 feet) 4 single strata of 2½ meters (8.2 feet) altogether of a really first class rich coal, having about 17 percent gas and about 8 percent ash. The second group, situated about 60 meters (196.8 feet) from the first, contains three strata in 17 meters (55.8 feet), having altogether 1.8 meters (5.9 feet) coal, likewise of the best quality, but containing on the average 15 percent gas and 10 percent ash. At a further distance of 100 meters (328 feet) a third group of 4 strata is found in an extensive mountain layer of about 20 meters, (65.6 feet) containing 4.2 meters (13.8 feet) of an anthracite coal, having 12 percent gas and 12 percent ash, but of considerable heating value.

The Poshan coal is largely used in the manufacture of coke in Shantung and elsewhere. Its heating value varies from 10 percent to 17 percent. It is therefore very suitable for oven heating. Another excellent quality of the Poshan coal is its smokelessness, and, for this reason, it bids fair to substitute for the expensive Cardiff coal used on warships.

By the end of 1913 the total works in the coaling operation consisted of the following:

2 principal shafts for rich and poor coal,
1 emergency shaft,
1 coal washer for poor coal,
1 coal washer for rich coal,
1 coal separator with carriage,
1 large repair shop,
1 electric shop.

The annual quantity produced by these works is as follows:

1910-1911 ..237,544.35 tons
1911-1912 ..283,208.50 tons
1913 .....414,000.00 tons

The Weihsien coal field was operated, beginning from 1902, by the German Schantung Bergbau Gesellschaft with a capital of 12,000,000 marks. Its output is in the main bituminous, containing about 15 percent ash and 30 percent gas. The Weihsien coal has a high heating power—almost 7,000 calories—and it also has the advantage of having a lighter smoke.

COAL FIELDS

The principal seam of coal is about 9 feet thick, at a depth of 450 ft., running from N. E. to S. W. The top seam is of 6.6 feet thick. Beneath the principal seam is a

(Continued on Page 11)

Japan's Opportunity For Tremendous Grab

Under the Shantung clauses of the Peace Treaty, Japan acquires all mining and railway concessions which Germany exacted from China before the war.

She acquires all German public property in the territory of Kiaochow. The railway concessions amount to 885 miles of roads, representing an investment of approximately $40,000,000. In addition Japan has the right to all mining properties ten miles on each side of the roads.

No matter how rich Shantung is or will be, foreign investors or exporters could not expect to gain a foothold in the Shantung market because the present clauses in the treaty authorise Japan to close the open door. With the help of the railroads, Germany was able to put foreign competitors out of the running, commercially. Japan is in even a better strategical position to do so by virtue of the tacit assent of the other Powers.

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Japan Has Opportunity To Close Open Door In Shantung If Treaty Clauses Stand

(Continued from Page 10)

third stratum of about 9.8 feet depth.

The producing capacity of the Weihsien coal field is:

1910-1911	193,497.05 tons
1911-1912	205,185.00 tons
1913	199,000.09 tons

Besides the Poshan and Weihsien mines there are other rich coal fields scattering around the Tsingtao-Tsinan Railway. These are Hunghsan with an annual output of 414,000 tons, Fangtze with 199,000 tons, Yihsien with 198,000 tons, Tawenkow with 72,000 tons and Ichow with 30,000 tons, the figures being taken from the statistics of 1914. The Poshan, Weihsien, Fangtze, Hunghsan and other minor mines are being exploited by the Japanese as a result of the Germans being expelled from Shantung. It will be seen from the map that most of these rich coal mines lie near the Tsingtao-Tsinan Railway, and this special location will facilitate transporting their output to all parts of the world.

Iron ores are found in abundance in Shantung, notably in Chinlingchen and Ichow. The Chinlingchen mine is only seven miles from the Tsingtau-Tsinan Railway. It is now worked in conjunction with the Hungshan Colliery. The ore contains about 66.4 percent of iron, 28 percent residue, .02 percent sulphur and traces of phosphur. It also contains calcareous substance which makes itself fluxing and facilitates the smelting process.

Gold mines have long been discovered at two places, namely, Fenghia in the Shantung peninsula and Szemeitze in Kiaochow, but as yet no statistics are available concerning their operation and producing capacity.

RICH COUNTRY

Writing in Geographische Zeitschrift for 1914, Herr Schmitthenner stated that Japan's covetous desire to attack Tsingtau in 1914 was undoubtedly attributable to the rich coal and iron deposits in Shantung and the tremendous earning capacity of the Tsingtau-Tsinan Railway. In this view we entirely concur, but Japan's ultimate objective seems to be a conjunction between Manchuria and Shantung and the consequent domination of all northern China. This goal, otherwise unattainable, the Japanese will surely reach with the aid of the peace treaty. And it is a matter of course that Japanese economic domination will be followed by commercial exclusion similar to that hitherto witnessed in Manchuria and elsewhere.

The brief sketch in the preceding pages has clearly shown that under the peace treaty Japan gains a title to railway and mining concessions worth hundreds of millions of dollars. All these concessons, to be sure, are Chinese property. They will yield to Japan, an annual income of at least 50 million dollars. Besides, the railway concessions will contribute materially towards Japan's control of northern China. This is one of the good reasons why China refused to sign, the principal reason being the legal argument which has won so much sympathy and support outside the conference at Paris. Indignation against such control has been clearly indicated in the numerous recent anti-Japanese demonstrations throughout all the length and breath of China, particularly in Shantung. China can not without protest submit to being robbed of her valuable properties, nor should the self-professing champions of right and justice consent to such robbery. Had China signed the peace treaty, that act would have amounted to signing a death warrant for her economic and political life. Fortunately, she did not.

BUSINESS PROPOSITION

In the last analysis, the Shantung question is a business proposition—a proposition that confronts China as well as the outside world. It has been pointed out that a huge capital of $40,000,000.00 will be required to build the new railways in Shantung, and no doubt a considerably greater amount will be necessary to open the undeveloped coal, iron and gold mines in the province. It has also been pointed out that foreign imports such as cotton goods, petroleum, sugar, etc. find a ready and wide market in Shantung, and that such imports had already jumped over $50,000,000.00 in 1913. These are, in brief, the gold opportunities for foreign investment and foreign trade. Now under the terms of the peace treaty Japan holds the power to close the door, a power she will surely exercise in the course of time. Consequently, all the profits to be derived from the railway, mining, and commercial enterprises in Shantung will go to Japanese coffers as a compensation for what certain American senators call "war labors." And eventually American trade already established in the northern provinces will be driven out.

The Japanese menace does not stop here. It may go further than the average person can imagine. There is reason to fear that the continuous influx of wealth from China to Japan will enrich the latter to such an extent that in the course of ten or twenty years Japanese junkers will be able to dream of world conquest. Once let loose to organise and draw upon the resources of China these jingoes may run at large and prey upon everything that can add to their territory or wealth. Then it may take, as it did in the European catastrophe, the united effort of all peace-loving nations to make the world a safe place to live in. It may again cost millions of lives and billions of treasure. How expensive, and ineffective such a policy would be. Under no circumstance should we allow the new danger to knock at our door. There is a better and more righteous way to frustrate Japanese imperialistic schemes, namely, to defeat the Shantung settlement as it now stands. It is a way that costs neither lives nor treasure; it needs only firm and enlightened public opinion to make defeat sure and lasting.

Tony

"Would you like me to insert a half-tone picture of yourself?" asked the interviewer.

"Certainly not," replied Mrs. Newrich. "I don't wish it to look as if the question of expense was considered in the slightest. Let it be a whole tone or nothing."—*Boston Transcript.*

Those Girls

Mayme—"I have so many callers pestering the life out of me I hardly know what to do with them all."

Grayce—"Why, how long have you been a telephone operator?"—*Baltimore American.*

SPAIN'S KING KEEN TO FIGHT IN 1914

'I Want, Astride My Horse, To Go To The Aid Of France,' He Said

GAVE ASSURANCE TO PARIS

So France's 18th Corps Was Moved From Frontier—His Activities Told

Paris, October 19.—The King of Spain, who is on his way to Paris for a visit, wanted to come to the aid of France with his army at the outbreak of the war, according to a statement by the Spanish Ambassador, J. Quinones De Leon, printed in Le Journal today. The Ambassador said that the King called the French Ambassador to the Palace on the first day of the mobilisation and said to him:

"You may send to your eastern frontier the 18th Corps that guards the frontier of the Pyrennees. I will answer for our frontier."

The 18th Corps, which on King Alfonso's assurance, was then released from the Pyrenees, is said to have captured Thann, in Alsace-Lorraine, under command of General Djas-Latterne.

Later, during the dark days of August, the Ambassador declares Alfonso again took up the question with the Cabinet, saying:

"I want, astride my horse, to go to the aid of France with all my cavalry."

Senor de Leon asserts that the Cabinet made it clear to the King that the Spain of Charles V. had become a constitutional monarchy.

"During the war we were not neutral," Senor de Leon said. "We could not admit this officially, but it is true."

Asked concerning the paralysis of commerce between France and Spain, Senor de Leon said it was due to the instability of exchange. He declared that Spain asked nothing better than the organisation of an international establishment for the stabilisation of the finances of the world, adding that the instability of exchange would bring death to business.

The French newspapers, commenting on Alfonso's visit, dwell on the King's role during the war, pointing out that he intervened personally with Germany in favor of 125,000 French and Belgian soldiers, about 8,000 British and more than 6,000 Italian troops; that he obtained the pardon of nineteen persons condemned to death, and secured the repatriation of 70,000 deported civilians and 20,000 ill or mutilated prisoners of war.

Ambassador de Leon has gone to the frontier to meet King Alfonso. There is a notable gathering of grandees now in Paris in connection with the royal visit. Delegates from the families of war prisoners and wounded will be presented to Alfonso during his visit in order that they may express their thanks for his charitable intervention on behalf of war victims.

Madrid, October 19.—King Alfonso, left Madrid last night for Paris at 10 o'clock. His private car was attached to the night express. He was accompanied only by the Marquis Torreoillas, Master of Ceremonies. All the members of the royal family except the Queen, who is still confined to her room, were at the station to bid the monarch farewell; also, the members of the Government, the French Ambassador and the British Charge d'Affaires.

Before his departure the King received Senator Yanez, head of the Chilean mission, who gave the King his impressions of the celebration at Huelva in horor of the mission. He also received Joseph E. Willard, the American Ambassador, and the Mexican Minister.

The Epoca, commenting on the trip, says it is not as important as some of the newspapers have asserted it will be, "but we are sure it will result in a better understanding between France and Spain."

Diario and El Universal say the visit is proof of the excellent relations between France and Spain, and that it will give Alfonso the opportunity of paying homage to the bravery of France.

GIRLS WHO GET HUSBANDS

Many mothers of pretty girls who have arrived at a marriageable age wonder how it is that other girls less prepossessing find husbands with greater facility than their own daughters do.

The girl who remains by her mother's side seeing her plainer but more winsome friends led to the altar is as often as not a girl who pays no attention to the hobbies and diversions that absorb the interest of others around her. She is generally languid, listless, pale-lipped and pallid. Pains in the back and limbs assail her at frequent moments; whilst faintness, lack of appetite, and irregularities of the functions frequently make her life wretched. A man does not want to add delicate health to his responsibilities.

It is a sad fact that numbers of these spiritless, easily exhausted girls are met with everywhere in the Far East. Yet all that they need is the rich, red, abundant blood which Dr. Williams' Pink Pills have created for countless dropping girls in every part of the World.

If your daughter lacks vitality and verve, if she is developing anaemia, nervousness, debility or the ailments peculiar to her sex, begin her cure today with Dr. Williams' Pink Pills. Then watch how rapidly her appetite will increase, how she will desire to join in the pastimes of her friends, and how this pleasing transformation will add joy to your life as well as to hers.

Your own druggist sells Dr. Williams' Pink Pills for Pale People, or you can order them direct by mail, post free, at $1.50 the bottle, six for $8.00, from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai. "Plain Talks To Women" is the name of a helpful booklet obtainable free on request from the same address.

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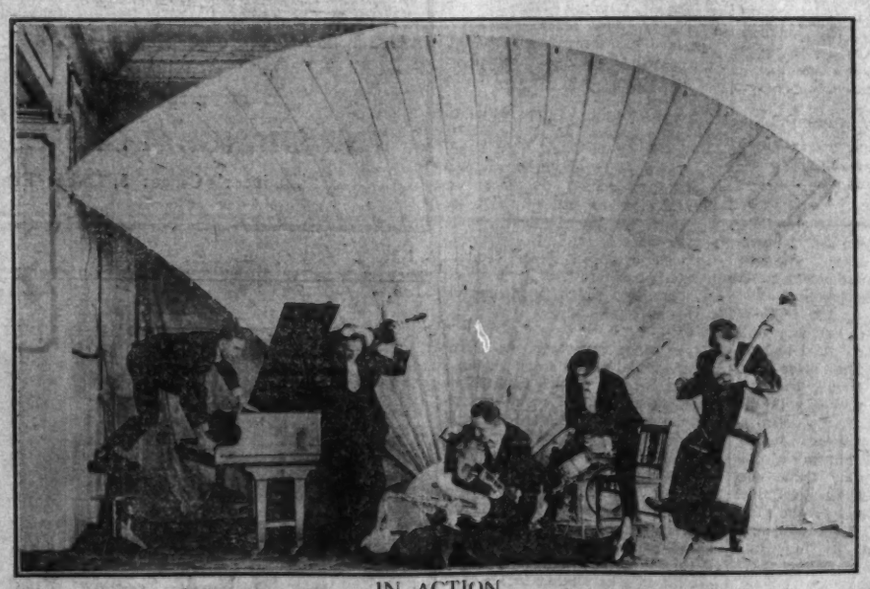
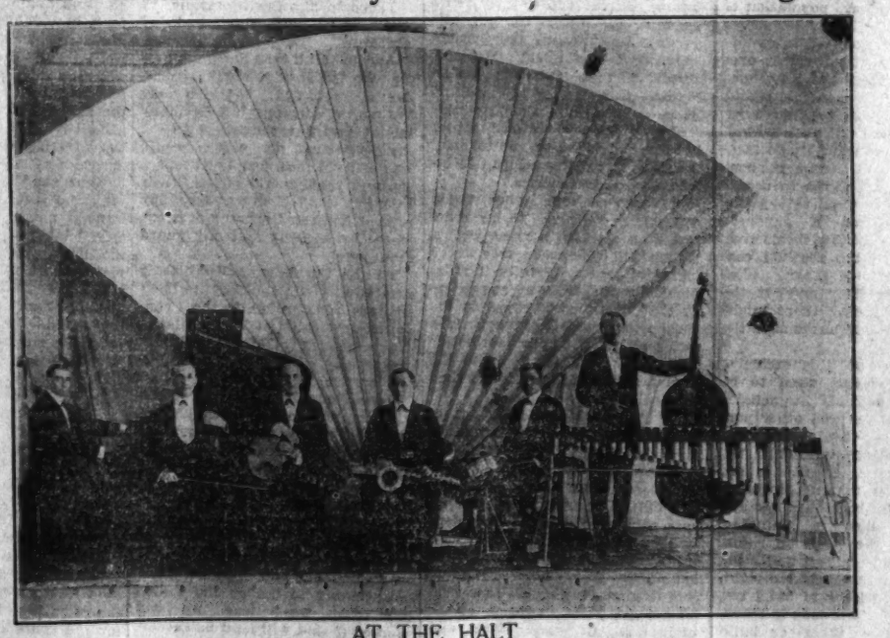


IN ACTION



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BIRTH

BISHOP: To Mr. and Mrs. Crawford M. Bishop on November 22, at the Sleeper-Davis Hospital, Peking, a son, Leighton Stuart Bishop. 26671

Today's Church Services

Holy Trinity Cathedral.—First Sunday in Advent. 8 a.m., Holy Communion. 10:30 a.m., Matins and Sermon; Hymns 49, 47, 203. 3 p.m., Children's Service. 6 p.m., Mission Service.

St. Andrew's Church, Broadway.—10:30 a.m., Mattins and Sermon. 6 p.m., Evensong and Sermon.

Union Church.—11 a.m., Preacher: Rev. Frank Rawlinson; D.D.; Chant 68; Anthem "The sun shall be no more" (Woodward); Hymns 139, 250, 144. 6 p.m., Preacher: Rev. Joshua Vale; Chant 38; Hymns 523, 506, 399, 396.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). The services in the above will be conducted as follows: Morning 11 a.m. by Rev. C. N. Lack. Evening 6 p.m. by Rev. C. N. Lack.

Christian Science Society of Shanghai.—Masonic Hall. The Bund. Sunday Service 11 a.m. Subject: "Ancient and Modern Necromancy, alias Mesmerism and Hypnotism. Denounced." Sunday School 10 a.m. Testimonial Meeting, Wednesday Evening at 6 o'clock. Reading Room open daily except Sunday at No. 21 Nanking Road 10:30 to 12:30.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock; Preacher: The Rev. L. Hawks Pott, D.D.

St. Joseph's Church.—Sunday, November 30. Masses at 6, 7, 8:15 and 10 a.m. At 10 a.m. High mass; Sermon in English. At 4 p.m. Benediction of the Blessed Sacrement. Masses on week-days 6 and 7:30 a.m.

The Sunday Service League.—Dr. F. H. Burt, President of the Young Men's Christian Association College at Chicago will speak on "Wanted A Man" tomorrow, at 5 p.m. in the Martyrs' Memorial Hall, 120 Szechuen Road. Two special items on the musical program.

Lodge Sees Japan As An Eastern Prussia

By Senator Henry Cabot Lodge

JAPAN is now endeavoring to bring pressure upon the present Chinese Government to enter into negotiations with her regarding the conditions under which Shantung is to be returned. She wants China to sign the award of the treaty putting all German claims and more into Japanese hands. Does the history of the twenty-one demands justify Americans now in trusting Japan, even though President Wilson says he trusts them?

The full significance of the Shantung settlement seems to be appreciated by few. It is ordinarily stated that there has been awarded to Japan merely the German rights in Shantung, and that therefore China is no worse off than she was before. People shut their eyes to the moral issue and the methods employed by Japan to get this claim, and do not realise its economic and political significance.

Attention is frequently called to the fact that the German concession does not include the entire Province of Shantung, some 35,000 square miles (about the size of Illinois), with a population of some forty millions, but only the territory surrounding the Bay of Kiaochow, some 200 square miles in extent, with a population of 195,000; and it is further added that Japan has promised to restore to China the political rights over even this territory of Kiaochow retaining only the economic rights. The Japanese seem to have scrupulously avoided calling attention to the most significant single fact that is, that, in the agreement which they forced China to accede to in connection with this settlement, they reserved a Japanese settlement, selected by themselves to remain under the absolute control and direction of Japan. After they had taken their pick, if the other nations desire, there might be provided an international settlement.

The outlines of this exclusive Japanese settlement seem to be rather clearly defined. It includes all of the wharves and other port facilities, all of the railway terminals, the cable terminals, the central telegraph, telephone, and post offices, the customs, together with all of the best business and governmental sites in Tsingtao. Furthermore, the German rights which Japan is to inherit under the treaty give her the exclusive right in case China wishes to build two other trunk line railroads in Shantung, to finance them or build them for China on terms similar to the Tsingtao-Tsinanfu road, to furnish all railway materials for such roads, to finance or administer the opening of mines in the province.

Still further it includes the right to extend the existing important trunk lines of the main railroad outside of the Province of Shantung into the very heart of China, tapping the two existing north and south main trunk lines, thus enabling her to divert much of the traffic, especially in the Winter when the other northern ports are closed to the port of Tsingtao, over which she has exclusive control. Certainly this is no very small hold over 40,000,000 people.

Such has been the course of Japan, steady, relentless, aiming to get ultimate control of the vast population and great territory of China. As it has been in the past, so will it be in the future in regard to Shantung. Japan is steeped in German ideas and regards war as an industry, because from war she has secured all the extensions of her Empire. She is a power armed and trained, confronted by an unarmed and peaceful people. She means to exploit China and build herself up until she becomes a power formidable to all the world. It is not merely that she will close the markets of China and obtain enormous commercial and economic advantages. She will use ultimately the practically unlimited man power of China for military purposes just as Germany and Austria used in their armies the man power of the 26,000,000 Slavs, who were utterly opposed to German domination, to promote their schemes of conquest. Japan will be enabled to construct in that way a power which will threaten the safety of the world. She is already advancing in Siberia and with her control there and China developed as she means to develop it, she will threaten Europe.

But the country that she would menace most would be our own, and unless we carefully maintain a very superior navy in the Pacific, the day will come when the United States will take the place of France in another great war to preserve civilisation.

England allowed Germany for forty years to build herself up in every direction, to rob Denmark, subdue Austria, crush and plunder France. At the end of forty years she had to make the gigantic sacrifices to prevent the German conquest of the world. It seems incredible that Senators understanding this subject and looking out upon the future should pursue a similar policy toward Japan, that we should be so shortsighted as actually to leave Japan to become a peril to America.

But there is one other reason even more decisive to my mind than this. It is a great wrong, this giving of Shantung over to the control of Japan. Morally it is indefensible, and it is no answer to say that we failed to object to the German seizure of Shantung. As a matter of fact, the open door policy of Mr. Hay was the reply to the German movement and for the time arrested it.

The President has gone out of his way to say that just so we could trade with these stolen territories, we are willing to let them be stolen. This attack upon the dead is the most repulsive of all those attacks which the President has seen fit to make. If ever there was a disinterested policy it was that of Mr. Hay. We got nothing from it whatever that all the world did not get. The intention of the policy was to save China and prevent further extensions of foreign acquisitions of Chinese territory. But even if it had been otherwise, it would be no answer to what it is now proposed to do by this treaty, to say that we should have interfered in behalf of Korea in 1904.

Two wrongs never made a right. If we passed by on the other side in 1904, neither then nor in the case of the German seizure of China did we become an active participant in the wrong. Here we do become an active participant, we put our signature and give our approval to the control of Shantung by Japan. We assent to having the territory of an associated power innocent and peace loving, handed over to another associated power.

It is not enemy territory that we thus betray. It is the territory of a friend who helped us and the other nations in the war against Germany. It seems to me an intolerable wrong. I desire at least that my vote should record for the benefit of those who come after me that I in no way was associated with this wrong to man and to the cause of freedom and justice.

Germany's Silesian Plot

By Rupert Hughes
Author Of Many Plays And Stories

(New York Times)

To run down and disarm a maniac who has burned and slain is wisdom that requires no argument. To overpower him and let him up again with a stolen weapon in his possession and a greater rage than ever in his heart is folly that will undo the courage and the wisdom of his first defeat.

Germany suffered from paranoiac delusions of persecution and from megalomaniac delusions of grandeur. She believed and proclaimed that it was her sacred duty to Gott and to Mann to make Kultur supreme in the whole world. She tried to do it. She failed.

If any one doubts that she still hopes to accomplish her divine mission it must be because he doubts the word of the Germans themselves. And there is no German more German than old von Hindenburg.

And here is what he said a few months ago at a secret meeting of German mine owners at Oppeln, in Upper Silesia. He spoke at a reunion of a society called, for short, the "Hilfsschutzenverein fur Oberschlesien," or Upper Silesian Rifle Club Auxiliary.

Copies of his address were confidentially distributed among the German mine owners, but one of them fell into the hands of a Pole, who transmitted it to Paris. I translate a part of it as an eloquent example of German eloquence, a sincere expression of German opinion for German consumption, not for export. Supply your own italics.

"We Germans, we are not conquered. We have been thrown to one shoulder, but we are not whipped. In a little while our enemies will have occasion to realise what the force of the German soul amounts to, how invincible the German muscles and fists are, what might of toil and what resistance to all weaknesses animate the brains and hearts of Germans.

"Our enemies will learn that the idea of vanquishing us was folly. Blood will flow in great streams to expiate the crimes committed against the industrious people of Germany.

"It is then that we shall see who enjoys the favor of Providence, and who grasps at last the laurel of victory.

"The time is near when the sacrilegious hands of those who have dared to raise them against us will fall helpless. And then, in the midst of the crawling of decrepit nations, we shall see the mighty fist of Germany rise and strike, to chastise, and to assure to our country, once for all, happiness, expansion, and supremacy.

"Only then, and only on foundations of German order and of our secular civilisation, and under the pinions of steel of our great German Nation, will it be possible to establish the edifice of a true world peace."

There speaks the Germany of today, as of yesterday, and of tomorrow.

And to think that there are people who feel it wise not to strengthen oppressed nations by weakening Germany lest Germany should desire revenge! As if any settlement on earth would ever satisfy that people except a triumph that should efface their defeat! As if there were any hope of keeping Germany at peace except by keeping a strong guard about her!

To the Germans, and by their own admission, the key to their military redemption is the continued possession of Upper Silesia, which belongs to Poland, not only historically, but by a vast preponderance of population.

Von Hindenburg, in this same wild cry of defiance—which he uttered like an old Prometheus chained to the rock and gnawed by the vulture of humiliation—confessed the vital importance of Upper Silesia:

"There is for us no danger more grave than the existence of a Poland able to maintain herself as an independent State. Without wishing to ignore the Polish population, we believe we can succeed if God will lend us succor. For the prosperity of the great German people of ninety millions, our historic mission in the East ought to be entirely realised. Otherwise we shall be ourselves submerged by the Slavs. And the only people who have been able to show themselves capable of organising and leading the Slavs are the Poles."

This secret speech need not have been kept secret. Who could know the German military power and believe it would yield its dreams of conquest, its infatuated insanity that its "historic mission" on earth is to cram German civilisation down the throats of mankind?

As the jailed marauder keeps his heart alive by dreams of freedom and revenge with compound interest, so the Prussians endure this penitential season only because they plan to come back, and come back strong, "once for all."

This passion is natural to any crushed people, whether justly or unjustly crushed. It would be foolish to expect anything else of so proud a race as the Germans, left at the end of so long a war with their territory practically unscarred by battle, and every encouragement for their hopes in the chaotic situation of their conquerors.

No decent victor wants to commit atrocities upon his victim, and people are increasingly unwilling to visit a condign punishment upon Germany. It would be neither humane nor wise to make a desert of the land or beggars of the people.

But it would be criminal madness to leave in Germany's possession territory and resources to which she never had any right, and which she will use for her military recreation.

Especially criminal and insane is it to leave to Germany a weapon, an arsenal of weapons, belonging to and virtually necessary to the nation on which the world chiefly depends as the eastern watchman of Germany.

Prussia has earned a long sentence in a stony jail well guarded—a healthy, sanitary, modern jail. The prisoner should, of course, be fed sufficiently, and warmed and exercised. But it is still more important that the guards should also be fed and clothed and paid a living wage.

Nearly everybody on earth wants peace now, at least for a while. We may get it if we can only put an end to the quarrels of the peacemakers.

At present the chief activity of the world seems to be the calling of names and the shaking of fists.

On one thing, however, everybody ought to be able to agree: and that is the removal from the German clutch of one of her greatest military weapons and its restoration to the rightful owner.

There is no more important duty before the lovers of peace than the return of Upper Silesia to Poland. This duty is imposed by every consideration and by every tenet of all the warring theories of peace.

Germany admits that the population is from 70 to 85 percent Polish. Germany admits that she could not have carried on the present war without this territory. Germany admits that she cannot successfully conduct a future war without this territory.

The Poles insist that it belonged to them for centuries; that it is still Polish in population, in spite of German efforts to crowd the natives out; that it is crucially important to the industrial prosperity of the revivified Poland, and that it is vitally necessary to that military strength which Poland must have if she is to stand as the vitally necessary firewall between Germany and Russia.

And yet, incredible as it would seem, the Peace Conference, instead of awarding Upper Silesia to Poland for the sake of the world's peace, if for no other reason, decreed that a plebiscite should be taken by the inhabitants.

The Poles have no doubt of the result if Germany can be prevented from colonising the region by force in advance; but unfortunately the plebiscite cannot be held until three weeks after the treaty of peace is signed. The treaty of peace cannot be signed without the signing of the League of Nations covenant. And only one of the nations, Great Britain, has agreed to that. In all the other nations, the United States no more than the rest, the League of Nations is not accepted as an inspired table of laws handed from the clouds, but as a human document drawn up by delegates, and requiring careful study by the representatives and the people responsible for its ratification.

In the meanwhile, the Poles have had to create a new Government, to fight the internal dissensions which are no more and no less numerous in Poland than in our country or any other. The Poles have had to restore their wasted lands from the threefold ravages of battle. The Poles have had to fight the enormous force and the insidious propaganda of the Bolsheviki.

Germany has had little employment for her army and has been able to work single-heartedly for the retention of Upper Silesia, and for the confusion of her enemies. Only the other day she was ordered to remove her mischievous troops from Lithuania, where she gave the most suspicious and discouraging pretense of aid against Russia. The soldiers refused to withdraw, and the Germans say they will recall the commander, von der Goltz. But what of his troops?

The Germans have confessed to the use of force and the commission of atrocities in Upper Silesia. They plan to do more, to give free transportation to Germans into Silesia in order to steal the election. The Germans are old hands at transporting Poles in droves or rendering their tenure of their own lands intolerably inconvenient.

Americans are familiar with schemes for colonising districts with floating voters, and a few American troops, together with soldiers from other nations, have been sent to Silesia to guard the ballot. But the force is insufficient, and every day of delay not only plays Germany's game, but cripples the Polish resistance to it. On September 30 the Supreme Council of Paris issued a strong condemnation of Germany's evasive methods of breaking promises, and ordered the blockade resumed. It would have been wise and just to restore Silesia to Poland without further delay.

There are ten thousand reasons for the speedy conclusion of a treaty of peace with Germany. Some compromise will surely be reached soon, or the result will be disastrous. Nothing would be more disastrous to the world than to permit Germany to retain Upper Silesia.

This war has taught us so much geography and ethnology that perhaps we are willing to add one more phrase to our enlarged vocabulary, especially as Upper Silesia is likely to play a large part in an early renewal of war unless it is wisely and honestly disposed of now. It is strange that its importance to the recent war should have been so completely ignored.

It is not too much to say that the preservation of future peace depends more upon the prosperity of Poland than upon any other single cause.

Joseph Conrad has pointed out that Poland fell 150 years ago, not because she was weak, but from the extraordinary circumstances of a coalition of three powerful nations against her, and their willingness to tear the country into three parts and enslave them all.

At the same time, France was far weaker and far more likely to be destroyed if she had not had the ocean on her western flank and complete dissension among her enemies on the east.

Today Germany lies like a Goliath overthrown, but hardly more than bruised. On the western front powerful nations are aligned and watchful—Great Britain, Belgium, France, and Italy, with the United States as a mighty full back.

On the eastern front, however, there is chaos. A number of smallish peoples in serious difficulties, with internal and external problems, and still impoverished and bleeding from long wars, are trying to get themselves together within their own boundaries. They are also quarreling fiercely as to just what those boundaries are.

The beautiful theory of the self-determination of peoples by majorities of population has proved to be one of the most unworkable theories every devised. In the first place, censuses disagree; in the second place, many cities have a majority of one race, while the surrounding districts have a majority of another; in the third place, boundary lines, following a majority of population, are shown to be ridiculously ragged and impractical; in the fourth place, the fact that a certain territory has 60 percent of one race and 40 percent of another does not at all imply that the 40 percent placidly accept the decision.

It is a melancholy fact, familiar to all students of history or human nature, that the removal of oppressions immediately renders the oppressed people unruly; it wakens long-dormant grudges to fury; it creates wild ambitions for glories undreamed of; it tends to render the ex-slave a tyrant to his old tyrant, who cannot easily relinquish the habit of contempt and will not easily submit to reduced authority.

The self-determination-of-nations policy is one of those lovely and poetric ideals that create abominable trouble in a practical, prosaic world. It is the safest possible prophecy that it will cause numberless future wars. Indeed, it has already caused a dozen of them.

Our immediate consideration, however, is the quelling of German militarism. Who, in the East, can be counted on to curb it? Rumania has already shown herself insubordinate to the Allies. Czecho-Slovakia has much that is noble in her ideals and achievements, but she is weak and not very numerous; incidentally the Germans have already protested to the Senate against the absorption of German throngs into Czecho-Slovakia.

The Ukrainians have a strong pro-German past, and really belong in the Russian group. Without Ukrainia, Russia can hardly prosper under any arrangement.

The Finns, Esthonians, Lithuanians, and other groups are feeble in territory and population.

In Poland alone is there a nation of real magnitude and of incorruptible hostility toward Germany. Poland suffered cruelly from Russia, but she hates Germany more, for the Germans always added contempt to their cruelty.

A tragic mistake was made in withholding Danzig from Poland, and the consequences will be serious. Similar mistakes, due to timidity and a beautiful but pitiful effort to administer perfect judgment in an imperfect world, are causing bloodshed and chaos along the Adriatic now.

Those who advertise motives of 100 percent purity must make no mistakes. Yet already many of the awards are regarded with horror and met with resistance in this redistributed world.

Now a new crisis confronts the efforts of the Poles to make them-

(Continued on Page 14)

Musical Matters

By R. B. Hurry, Mus. B.

Correspondents wishing to draw attention to musical matters, or to ask questions, should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

The second Town Band Concert takes place this afternoon at 5 o'clock, with an "operatic program." The vocalist is Mrs. von Heidenstam.

Of the opening concert last Sunday, no notices appeared, I believe, in the Monday papers. The present writer is unfortunate in being obliged to leave these concerts after the first thirty-five minutes. Soon after 5 o'clock the hall was very well filled, and Mr. Paci had an enthusiastic reception after the movements of the Beethoven Symphony. The work proved both the effectiveness of Mr. Paci's improvements in the instrumental forces, and the success of his work with the musicians, whilst those who heard the Bantock and Grieg Suites give glowing accounts of the playing. The Town Band will soon more than regain its important place in the music of Shanghai.

* * *

Australia's "State Orchestra," for which an additional grant of £11,000 has been made, has been something of a disappointment musically. After a great deal of talk about all that such a professional organisation was to do for music educationally, the program, so far, would seem to indicate a postponement of any attempt to lead in matters of taste. The Sydney correspondent has our sympathy when he asks how a series of operatic excerpts, the overtures to "Zampa," "Masaniello" and "William Tell," with the ballet music from "Coppelia" and the "Blue Danube" waltz, are to bring about "our musical regeneration." He is stung to pretending to a feeling of "desolation at the absence from the musical bill of fare of our old and very much tried friend—the overture to "Poet and Peasant." Clearly Australia has a long way to go musically and even with the pomp and circumstance of a State Orchestra is a bit nervous of making a start.

* * *

We cannot all have the same taste in music any more than we can in literature. It is as vain to expect it as to insist that the man with a palate for Browning should be able to enjoy Meredith or Swinburne. In music, however, there are too many fences set up, which divide those interested in one field from all or most of those in others. In a town such as this it is an attempt worth while to break down some of these fenced spaces, or rather break into them. The Town Band's "symphonic program," if followed today by an operatic one, and later by a series in which Chamber music, pianoforte, concertos and so on have a place would do a great deal to obliterate barriers that in music do not exist, but which people set up for themselves.

* * *

I suppose many of us must have met this kind of thing and deplored its narrowness. There used to be organists in England, who—expecting you to be interested in what they were doing—would not spend a shilling to hear a string quartet. I say nothing of the too-many who had not the shilling to spare. Musically such people dwelt in the outer darkness of hymns and chants and anthems. It is observed that these so-called "specialists" specialised still further inside their own work, using the weaker chants and hymns from preference, playing the feebler organ music, selecting the mustiest (or showiest for choice) of choral music for their choirs to sing. Between the two forms of "specialisation" there is a connection that is obvious.

* * *

Mr. Mirovitch's program on Dec. 4 is of unusual interest. He is to play, amongst other things, Liszt's arrangement of Bach's A minor Prelude and Fugue for organ, and the great Fantasia in C. of Schumann. This is one of those huge works with a sort of "program"; the clue to which is given in a motto which may be translated:

'Mid all the chords that vibrate through
Earth's strangely checkered dream
There runs a note whose gentle tone
Is heard aright by him alone
Who lists with care extreme.

I promise you that Schlegel's verse is better than that! The "Fantasia" is dedicated to Franz Liszt.

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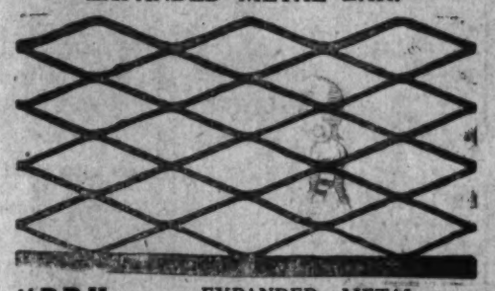

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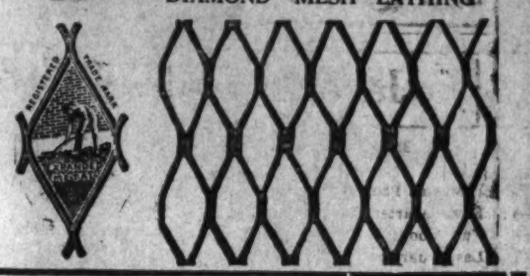

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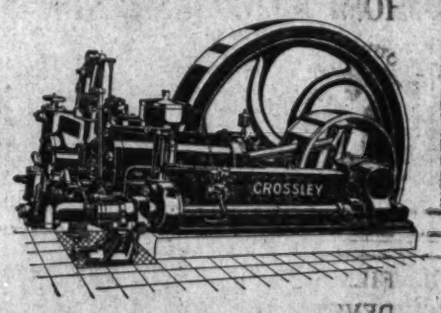

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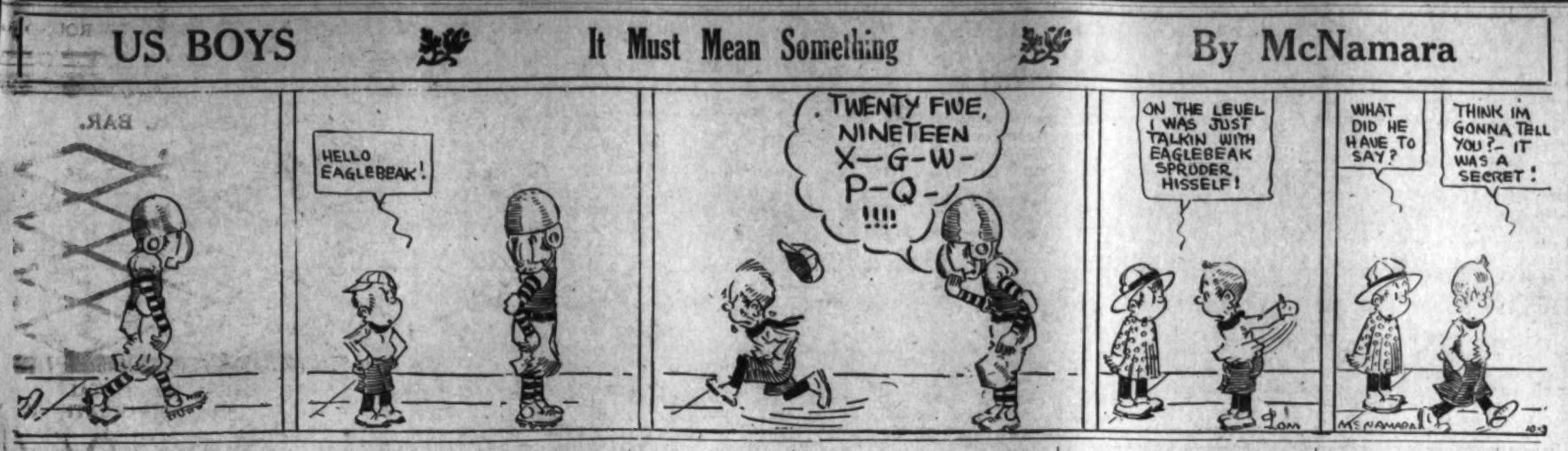
US BOYS
It Must Mean Something
By McNamara
HELLO EAGLEBEAK!
TWENTY FIVE, NINETEEN X-G-W-P-Q-!!!!
ON THE LEVEL I WAS JUST TALKIN WITH EAGLEBEAK SPRUDER HISSELF!
WHAT DID HE HAVE TO SAY?
THINK IM GONNA TELL YOU?- IT WAS A SECRET!
McNAMARA

Jacob's Ladder In December Skies

By St. Arga Zer

Shanghai

Moon's Phases. Standard Time.
First Quarter: Dec. 1, 0:33 a.m.
Full Moon: Dec. 7, 5:50 p.m.
Last Quarter: Dec. 14, 1:48 p.m.
New Moon: Dec. 22, 6:41 p.m.
First Quarter: Dec. 30, 1:11 p.m.

The first few days of the month, from the first quarter to the full moon will be a good time to observe the moon. If we have good opera glasses or small telescopes so much the better. The bright moon rather hinders observation of the stars, many of which do not then appear at all.

ANGELS ASCENDING AND DESCENDING

We shall not forget to get up early a few times to look at the four brilliant planets that glorify the east every morning. Near the zenith is Jupiter, about ten degrees down is Regulus (a fixed star), then comes Saturn, then Mars, then Spica (a bright fixed star), and lastly Venus shortly before sunrise; all this brilliant galaxy of stars at regular intervals appearing like a veritable ladder in the skies. On the 12th the moon will be in conjunction with Jupiter, the next morning she will be not far from Regulus, on the 14th she will be near Saturn, and so, morning by morning she will seem to climb down that glorious ladder until the 18th, when she reaches the lowest rung on Venus. It must have been some such sight as this, which Jacob watched from his stony pillow that inspired his noble dream, when he saw angels ascending and descending on the ladder which reached to heaven, and God himself above it.

THE ORIGIN OF YULE-TIDE

Winter is said in our almanacs to commence this month on December 23 at 5:13 a.m. That means that then the sun reaches his farthest point south, stands still for a moment, and then slowly begins his journey back again. As we have been noticing the chill blasts of November, which we know to be due to the sun's moving steadily southward and thus dropping gradually lower and lower in the heavens, we can imagine what would happen if this motion continued for a month or two longer. It was on this account that our forefathers, in rude savage days, all over Europe, held special joyous feasts when old sol began his return journey; and that is the origin of our Christmas, or Yule-tide, when we celebrate the birthday of Jesus.

THE SPLENDID GALAXY OF STARS

Winter skies are always brighter than summer, and the stars, especially on moonless nights, shine clearer. The constellations that now appear in the east in the evening skies are also more wonderful than any others. There is Orion, that grandest of all constellations, with two stars of the first magnitude; Betelgeuse, marking the right shoulder, and Rigel, the left foot of the great hunter. It has also five stars of the second magnitude, and its splendid belt or "band" of three stars, separated one degree from each other, serve to point out in one direction the Pleiades and Aldebaran of Taurus, that bright star at the end of the letter "V," and far below it on the other side the brightest star of all, the big dog, Sirius. These together with Procyon, which forms an equilateral triangle with Sirius and Betelgeuse, and with the twins, Castor and Pollux, the latter a first magnitude star and the former not much dimmer, a total of six stars of the first magnitude and about a dozen of the second magnitude, may all be taken in at a single glance. Such a wonderful display inspired the poets of bygone ages, Greeks, Romans, Hebrews and others, as we read in Job:

"Canst thou bind the sweet influences of the Pleiades,
Or loose the the bands of Orion?
Canst thou guide the Bear (Sirius?) with her train?
Knowest thou the ordinances of the heavens?"

ORION THE MIGHTY HUNTER

Let us look at some of these in detail. First comes Orion, a celebrated hunter of Greek mythology, after whom this constellation was named, with his flaming belt from which hangs his curved sword. (The word in Hebrew means *Fool*, and there is a different story). The central star of the sword appears a little fuzzy with the naked eye, but with a telescope it bursts out into a splendid nebula, which has impressed some astronomers as being the most magnificent object in the whole heavens. The bright star on one corner, (upper right, while Orion is lying horizontal in the east,) marks the left foot of the mighty warrior, and is named Rigel, meaning foot. "It is a very bright white star, as dazzling as a small electric light and as sparkling as a fine white diamond." This star is the fifth in brightness of all that we see in the heavens, being surpassed by Sirius, Vega, Capella, and Arcturus. Its distance has never been accurately measured but careful calculations indicate that its light takes over 400 years to reach us, and it is said to be more than 22,000 times as bright as our own miserable little sun. It is receding from us at the rate of fifteen miles a second. On the corner just opposite, marking Orion's right shoulder, is Betelgeuse, of a dull red color resembling the planet Mars, and only about one-fourth the distance of Rigel from us. Its color leads us to infer that it has reached the old age period and has lost some of its former brilliancy, yet even now it gives out more than 1,000 times as much light as our sun.

BRILLIANT, DAZZLING SIRIUS

How shall I describe Sirius, marking on the old legendary maps the tip of the nose of the faithful dog of Orion. He is easily the brightest of all the fixed stars, rivalling Venus and Jupiter. His rays are brighter by fifteen times than those of Deneb or Fomalhaut, but it is interesting to know that it would take 16,000 of such stars as Sirius to give us the same amount of light as that which we receive from the old worn-out and dead little ball, our moon, when it is full. Sirius is one of the nearest stars, being 500,000 times as far away as the sun, about eight light years distant. It is forty-eight times as bright as our sun, but the sun has the advantage of being nearer and therefore furnishing us ten billion times as much light as Sirius.

THE SEVEN SWEET SISTERS

Space does not permit to speak of Aldebaran, "the eye of the bull," nor of Procyon, or the twins, but we must linger a moment over the fascinating little group of the Pleiades, perhaps the best and the longest known of all the stars. They do not belong to the brightest stars at all, for they are of the fourth magnitude; yet no group of stars seems to have attracted greater popular attention, or to have been mentioned more frequently, both in the Bible and by other classic authors and in the stories of many primitive people. They were spoken of as the seven sisters among the Greeks, the hen and chickens in Europe, the seven little eyes by the savage tribes of the South Pacific; the Arabs pictured them as a group of riders on camels, the Australians saw in them a group of girls playing the corroboree, or festive dance, and the Persians compared them to a cluster of jewels, a rosette of diamonds. It was said that on November 17, the date when this group crosses the meridian at midnight, "no petition was ever presented in vain to the kings of ancient Persia."

HOW MANY PLEIADES?

The six principal stars of the Pleiades (for have you not heard the story of the Lost Pleiad?) look like a small short handled dipper. A great surprise awaits you if you look at the group with a good opera glass or small telescope, for then a multitude of stars bursts into view, and where before you saw only six or seven you can easily count twenty-five bright stars, or fifty, or a hundred. Large telescopes reveal even more, and by photographic process as many as seven thousand stars have been discovered in that group covering one square degree in area.

We do not know just how far these stars are away from us, though some have reckoned that their light takes at least two hundred years to reach us, and many of the stars in the group are hundreds of times as great in light giving power as our sun. And we are not looking at such a little dipper after all, for the whole system has been constructed on a magnificent scale, and the distances between the individual stars in the group have been estimated to be farther than that between the stars and ourselves, and it takes several years for the light of one Pleiad to travel to another.

The ancient poet said: Canst though bind the sweet influences of the Pleiades? In olden days people believed that the stars influenced their lives, and among them the Pleiades were the most kind and benevolent. These stars appear small and dim, yet whenever I walk out in the evening they meet my first glance upward and I seem to feel the presence of those soft eyes of the seven little sisters beaming lovingly upon me.

Note.—A correspondent from Swatow raises the question: Will not the presence of five large planets on one side of the earth pull the earth out of its course and have very disastrous consequences? By a rough calculation Jupiter's attractive force on the earth is less than one hundredth that of the moon, reckoning his size and distance. That of the other planets is less. There is nothing to fear.

A Gentle Hint

The Robber's Grave, a well-known object of interest to visitors near Aberystwith, is to be sold. It looks like a unique chance for one of our profiteers.—*London Punch.*

A Dog's Life

Rivers had come home and was stumbling over things in the dark hallway.

"What are you growling about, dear?" called Mrs. Rivers from the floor above.

"I am growling," he answered in his deepest bass voice, "to drown the barking of my shins."—*Seattle Times.*

A Psalm Of Laboring Life

Tell me not, in doctored numbers,
Life is but a name for work!
For the labor that encumbers
Me I wish that I could shirk.

Life is phony! Life is rotten!
And the wealthy have no soul;
Why should you be picking cotton?
Why should I be mining coal?

Not employment and not sorrow
Is my destined end or way;
But to act that each tomorrow
Finds me idler than today.

Work is long, and plutes are lunching;
Money is the thing I crave;
But my heart continues punching
Funeral time-clock to the grave.

In the world's uneven battle,
In the swindle known as life,
Be not like the stockyards cattle—
Stick your partner with a knife!

Trust no Boss, however pleasant!
Capital is but a curse!
Strike—strike in the living present!
Fill, oh fill, the bulging purse!

Lives of strikers all remind us
We can make our lives a crime,
And, departing, leave behind us
Bills for double overtime.

Charges that, perhaps another,
Working for a stingy ten
Bucks a day, some mining brother
Seeing, shall walk out again.

Let us, then, be up and striking,
Discontent with all of it;
Still undoing, still disliking,
Learn to labor—and to quit.

F. P. A.

New York Tribune.

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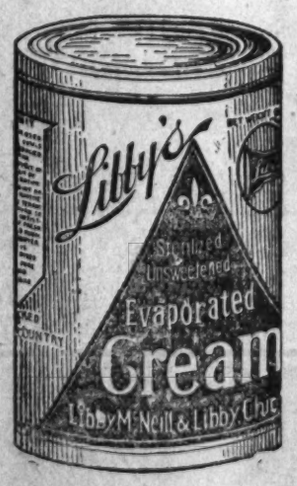

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Germany's Silesian Plot

(Continued from Page 12)

selves as strong as possible legitimately.

The possession of Upper Silesia must wait for a plebiscite.

And the plebiscite must wait for the signing of the treaty of peace. I have before me now an official German map of Upper Silesia, published in 1914, showing the various percentages of Polish population in the various districts. This map gives the percentage in a few small sections as 11.1, 14.2, and 25.8. Everywhere else it was 59.8, 73.6, 78.2, 80.6, 81.6, 83.6, 85, 86.4, etc.

Also I have in front of me as I write, a large map published by Justus Perthes of Gotha. It is a racial map of the eastern provinces of Germany, based on the results of the official census of 1919.

On the map, various shades of red are used to indicate Prussian majorities, and various shades of green to indicate Polish. Green lines indicate "over 50 percent Polish"; green squares, "over 70 percent Polish," and solid green, "over 85 percent Polish." Upper Silesia is printed on this German map in a solid green, broken with a few little spots of red, indicating German settlements. What we call Upper Silesia, the Germans call "Oberschlesien," the French "Haute Silesie," the Poles "Szlazk," (pronounced Schlonsk.)

The chief center of that mountainous region, and of its mineral wealth, is the district and the city of Oppeln, or, as the Poles call it, Opole.

On the map referred to, there is a table of populations, including the following:

Oppeln: City population, 33,907; Germans, 80 percent; Poles, 20 percent.

Oppeln: Rural population 117,906, Germans, 20.1 percent; Poles, 79.9 percent.

In the whole district about the City of Oppeln there are 50,707 Germans and 101,106 Poles. The Poles are therefore two to one, or 66 2-3 percent of the total population.

In the entire Province of Oppeln there are 2,028,622 inhabitants, of whom 35.1 percent are Germans and 64.9 percent Poles, or 700,000 Germans and 1,300,000 Poles; again nearly two Poles to one German.

Yet it was at Oppeln that von Hindenburg made his ferocious challenge to a future war. And it was from Oppeln that the German Mine Owners' Association sent to the German Government various secret memoranda of tremendous importance, not only as a revelation of the German attitude, but as a clear indication of an opportunity for the lovers of world peace, whether they are interested or not in doing justice to Poland.

What more eloquent testimony could be given to the fact that, in restoring to the Poles their own territory here, a terrific blow would be dealt to that Prussian militarism from which the world's peace has most to fear? By corollary, to leave it in Prussia's hands is to arm Prussia for the future.

On December 6, 1917, an urgent secret memorandum was sent to State Secretary von Kuhlmann, when he was negotiating the peace of Brest-Litovsk. It begged him to make sure that Upper Silesia was kept from Poland. It pointed out the vital importance to Germany of Upper Silesia:

"The oil deposits of Upper Silesia are the most abundant in Europe, surpassing even those of the Rhine Lands, of Westphalia, and of England.

"The zinc industry is the greatest in Germany, and of equal importance. Before the war the Silesian production of zinc exceeded 60 percent of the German total and 17 percent of the world production. As for the lead industry, it equals about 25 percent of the total German production."

Various other products of military importance are mentioned, and these words used: "Without doubt the conduct of the war, with the exceptional exigencies imposed on industrial production in all technical fields, would not have been possible without the territory of Upper Silesia."

The memorialists further urged that Germany should not only keep Upper Silesia, but should grab also a little more of adjoining Poland, because the oil drifts and mineral drifts ran toward Poland, and Upper Silesia was so cut off from Germany by natural barriers that it needed further protection from Poland!

Here is something for the lovers of peace to consider solemnly. Without Upper Silesia, Germany could not have carried on the war. She carried it on by the use of Polish territory and Polish workmen, kept in a state of practical slavery far from the reach of allied help. On certain occasions the Russians might have destroyed these factories by a little energy, but they lost the chance as usual.

No wonder Prussia is desperately trying to keep Upper Silesia from going back to Poland!

A cable from Berlin September 22 quotes an interview with Otto Hoersing, German High Commissioner for Upper Silesia, beginning: "I know that I am called a barbarian in allied countries, but that does not trouble me greatly." He describes his trouble with strikers and with a Polish leader, Czarpia. These grew to desperate battles. He says: "I never in all the war have seen such bitter fighting as took place."

Hoersing restored order and shot thirty-nine persons found in arms. He insists that he has only one purpose, and that is to keep order till the plebiscite settles the fate of Upper Silesia.

While he keeps order the Germans arrange old-home weeks in Silesia for all good persons who can claim a birthplace there. These picnickers will be furnished free transportation and board during their one day's visit to the country for whose future they will vote, but whose territory they have abandoned for a German home! The Poles say that the Germans have massed 200,000 troops on the Silesian border.

One would think that Germany would by this time have ceased to call on Gott to collaborate in her bloodthirsty landgrabbing policies, and would cease to write any more of those ridiculous "Hymns of Hate." But they have just issued a new one for Poland's special damnation. It is to be hoped that it will be as vain as their other lyric blasphemies, but it gives a vivid expression of the Teutonic soul. It is called "We German Upper Silesians."

Wird Schlesien polnisch, Gott dann lass krepieren.
Im Mutterleib die Kinder gleich den Tieren!
Dann laehmen Gott der Polen Fuesse, Haende,
Lass sie verkraeppeln, ihre Augen blende!
Mit Taubheit, Wahnsinn, Mann und Weib sie schlage.
Nicht Jubeleton, nein, Stoehnen nur und Klage
Soll Polens Lande, Dorf und Stadt, erfuellen:
So moege Gott der Deutschen Rache kuehlen.

This has been translated:

"If Silesia becomes Polish, may God let children and cattle die unborn.

"May God paralyse and cripple the feet and hands of the Poles, and blind their eyes.

"May He strike them, man and woman, with deafness and madness.

"No sound of rejoicing shall fill the lands of the Poles, but only groans and cries.

"May God thus slake the revenge of the Germans!"

Of course the Poles are restive. They will be more so. When you have a cinder in your eye it is easy enough for the cinder to complain of your agitation, but you are bound to keep it up or lose your eye. And Upper Silesia is as important to Poland as an eye to a man who has already lost one. Poland's other eye was Danzig.

Paderewski, in an official statement dated Sept. 4, says: "Polish workmen are being beaten, abused, and killed by German troops in Silesia. The Poles are eager to rush into Silesia to avenge the wrongs inflicted on our countrymen, and it is difficult to restrain our people, who are stirred daily by blood-curdling stories of German atrocities told by refugees."

On the day when the United States first recognised Poland as a co-belligerent, Paderewski issued a statement including the words, "Without Silesia, there can be no Poland."

Given anything like a fair chance the Poles are eminently qualified to take the measure of the Prussians. They are unsurpassed as warriors, as statesmen, as financiers, as manufacturers, agriculturists, miners, artists, philosophers, scientists, educators. In astronomy there is no greater name than that of Copernicus, whom a historian calls "one of the most revolutionary minds the world has known, who, by his epoch-making researches, freed science from the shackles of theology. That he published a remarkable work on money is well known to economic historians. But the treatise he wrote in support of his country's claim to the territories that had been illegally occupied by the Order of the Cross is less generally known."

The Order of the Cross was composed of Teuton soldiers, who, returning from Palestine, settled in the Baltic in 1222 and began to wage a war against the Poles, which has now lasted for 700 years, come 1922.

Poland has spent 150 of these years under persecution by three enemies. It is a marvelous proof of the unconquerable majesty of the Polish soul that today it is looked to by all the world as the most important eastern sentinel of the Prussian terror.

The land of Poland was fought across time and again during the recent war.

Three hundred towns, twenty thousand villages were destroyed. Dr. Syski says that "an area equal in size to the States of Illinois, Pennsylvania, New York, and Maine put together has been laid waste."

Millions of her citizens were driven into the fields; the children were slaughtered, starved, or carried away in multitudes. Frederick Wolcott reported that he motored for 230 miles through roads lined on both sides with dead bodies of refugees, but with no buildings standing. Live stock, farm implements, machinery were taken away with German thoroughness or Russian heedlessness.

And now that Poland struggles back into the world again with sombre majesty it is worse than heartlessness to leave one Prussian shackle upon her, to leave one vital part of her land to Prussian greed.

It is worse than injustice. It is bad business, bad politics. Above all, it is criminal negligence toward the perfection of that peace of which we hear so much and see so little.

France Must Borrow Huge Sum Annually

Finance Minister Says It Needs Such Loans To Balance Its Budget

Paris, Oct. 21.—Figures furnished by M. Klotz, Minister of Finance, in a concluding debate on finance in the French Chamber of Deputies, show that it will be necessary for France to borrow about two billion francs a year in the course of the next few years in order to balance its budget. The bill authorising the first loan, M. Klotz stated, would be presented in January or February.

The Minister said that Government receipts were showing an encouraging increase above the budget estimates for revenue in 1919—roughly ten billion francs—and that there was doubt that the country could support an increase of 50 percent over present taxation. France, therefore, had the means of restoring in time budget equilibrium between receipts and expenditures, and this the country was determined to do. Those who during the war had not borne their share of taxation would now be able to do so.

Explaining his assertion that France was still the greatest creditor country in the world, M. Klotz said that before the war French investments abroad amounted to forty-eight billion francs, of which sum Russia had absorbed one-fourth. France had advanced seven billion francs to other countries during the war and a further sum of six billion, five hundred million francs was due for material from various allied countries, only one-tenth of this amount being due from Russia; so that approximately sixty-one billion francs was due France from other countries. This was 50 percent more than she owed to Great Britain and the United States.

Germany, too, was a debtor for sums which would certainly be collected, said M. Klotz.

What They Said

The following conversation ensued between two colored troopers in an outpost while Jerry was putting over a barrage.

"Sam, Ah don't like the hum them sheels has; they talks to me."

"You neveh see me turning white, niggah. What they say?"

"They say, 'Y—o—u ain't going back to A—la—BAM!'"—*The American Legion Weekly.*

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America Unable To Meet European Coal Shortage

(From The Annalist)

With Winter almost here it is estimated that the world's coal bin will be only about two-thirds full.

H. T. Saint, head of the Export Coal Department of the Division of Operations of the United States Shipping Board, declares that the total world requirements for the coming Winter will reach, in round numbers, 180,000,000 tons, of which the United States is expected to furnish about 80,000,000. Mr. Saint believes we shall be doing very well if we are able to supply one-quarter of this amount.

Great Britain's annual production of about 287,000,000 tons has shrunk to 214,000,000. Germany's decline is even greater. While Great Britain's pre-war export of coal ran to 76,000,000 tons her estimated post-war exports are only about 23,000,000 tons. America's pre-war export of coal was less than 20,000,000 tons. The excess over pre-war exports which this country must supply to make up the world shortage is estimated at 62,463,000 tons.

But this shortage cannot be met. To make up the deficiency America would have to export within the next few months more than four times as much as it ever exports during an entire year, and there is not enough tonnage available.

No phase of the world's conditions has occupied more closely the attention of the Shipping Board than the matter of supplying coal to Europe. Mr. Saint, who compiled a report of the situation for J. H. Rossiter, Director of the Division of Operations, finds that while an abnormal demand is being made upon the United States to make up the European coal shortage, the European nations are doing little or nothing to relieve the situation by using their own tonnage.

The outstanding fact, brought out by this analysis, is that European nations are using their own tonnage in trades best suited to their maritime interests and in competition with Shipping Board vessels, leaving Uncle Sam to carry the less profitable coal cargoes for the relief of suffering peoples.

"It would seem," says Mr. Saint in his report, "that cognisance must be taken by the Shipping Board of this situation, and something should be done to bring European tonnage into this work of distributing coal to European ports. The statistics compiled by this department show that Italy is practically the only European Government which is extensively using its own vessels in carrying coal from the United States for Italian relief. In the month of July twenty Italian vessels sailed from American ports with coal. You will notice that Norwegian, British, and Greek ships were plying in the Italian trade, which today is considered a profitable one. At the same time the Shipping Board was having demands made upon it to carry coal for Greece, Switzerland, and the Scandinavian countries as well as to South America.

"Very heavy demands are being made upon the Shipping Board to carry coal to Denmark. Our tabulation shows that no Danish vessels are carrying coal to Denmark, but a number of Danish ships are carrying coal from American ports to South America, which is a profitable trade when the return cargo is taken into account.

"It will be noted that Norwegian and Italian vessels are under charter to carry coal to Gibralter, when the needs in their own countries are great. Large demands have been made upon America to supply coal for Europe and to carry it in American bottoms, and with all the demands predicated upon the increasing distress in various European countries it would seem that immediate steps must be taken to bring about an effort on the part of the various countries to help themselves in this matter of coal distribution.

"In view of the fact that the Shipping Board cannot meet the demands that are being made upon it, in view also of the fact that our vessels are now being used to relieve distress in Europe where the distress is greatest and relief most urgent, it seems imperative that the European nations which are facing a coal famine should do something to relieve the situation by placing some of their own tonnage in the American coal trade even if it is less profitable than the ones on which these vessels have been placed to compete with the new fleet of the United States Shipping Board.

From the analysis made by Mr. Saint it appears certain that the people of France, Belgium, Holland, Italy, Denmark, Norway, Sweden, Spain, and Switzerland will be among the ones that must suffer most, though the shortage will fall also upon Germany, Austria-Hungary, including Czecho-Slovakia and Jugo-Slavia.

The total coal requirments of the world next Winter have been placed by Mr. Saint at 179,511,000 tons, of which 97,723,000 tons can be supplied by countries other than the United States. This would leave 81,788,000 tons to be furnished by this country. Mr. Saint estimates that there will be furnished 19,325,000 tons, leaving a shortage in the world's coal bin of 62,463,000 tons, a tonnage sufficient to supply the New England States for nearly three years.

Translating the situation into other terms, it would require 1,249,000 cars of fifty tons capacity each, to meet the shortage, or 25,000 trains of fifty cars each. Twelve thousand, five hundred vessels of 5,000 tons capacity each would be necessary to carry the cargo across the ocean in one trip, and more than 60,000 men would have to dig coal at top speed for a year.

During the ten-day period from Aug. 29 to Sept. 9, inclusive, the total allocations of vessels to the coal trade numbered thirty-five. Most of the coal to be carried in these bottoms goes to European destinations, a large portion going to Italy.

Missing No Chances

Policeman—(to prisoner leaving dock, who has just been sentenced to six months)—"Excuse me, but do you want to let your house?"—*London Opinion.*

PUT WORLD PEACE UP TO THE SENATE

Allies Indicate They'll Not Take Step Until America Goes With Them

WANT US ON COMMISSIONS

Council Declares Participation Is A Privilege And Not An Obligation

By Edwin L. James

Paris, October 18.—The desire to have the United States participate in all the steps for the enforcement of the treaty with Germany has led the Supreme Council to pass a resolution today declaring membership on commissions created by the treaty to be a privilege rather than an obligation. Frank L. Polk, representing the United States, took no part in the action, the move being made by England, France, Italy, and Japan.

The purpose of this resolution is to invite the United States to appoint at once its members on the various treaty-enforcing commissions. It has been the attitude of the American delegation in conveying to the Peace Conference the attitude of the Washington Government that until the Senate shall have ratified the treaty the United States will not have a member on the treaty commissions. By today's action the Allies not only invite but request Washington to take an immediate part in enforcing the treaty.

This deep desire on the part of the Allies for our participation in the work of these commissions is based not only on the wish to start enforcing the treaty on a schedule which will not require a change when America eventually comes in, but it is based also on the desire to avoid opposition and lack of co-operation by Germany in the work of such bodies as the Reparation Commission. Germany has already begun to complain that she signed a contract to which America is a party, and that it is not fair for the commissions to start work without America represented. That is, it is not fair to Germany, who says she fears the wrath of England and France on the Reparations Commission unless America is present to insure fair play.

The Allies believe the best way to meet these objections and at the same time to protect their own interests is to have Americans in from the start.

This decision throws a light on the delay of the deposit of ratifications to the treaty by England, France, and Italy, which have been all ready for some days. There was good reason to believe all along the statements about technical delays and finding allied members for the commissions was polite camouflage and that the real fact was that the Allies hesitated to go ahead without the United States. Today's action shows this is a fact. They see endless complications in enforcing the treaty and in starting the League of Nations without the United States sitting in, and they are willing to wait a while rather than take that chance at international entanglement.

How long they are willing to wait cannot be predicted with any degree of certitude, but it is interesting to note that the Supreme Council decided this morning that ratifications would not be deposited, bringing the official state of peace, "until all the military measures are ready." Now it will take some ten days yet for the American troops on the way across the Atlantic for duty in Upper Silesia to be on hand in Coblenz. More than that, this field offers numerous chances for official delay on the ground that it must satisfy local critics in different countries. Moreover, the Supreme Council has decided that the first meeting of the Council of the League of Nations will take place the day after the deposit of ratifications. Turning this around, it means that ratifications will not be deposited until the Council has been got ready and called. Altogether it means that the statesmen of England, France, and Italy are working hard to hold back everything until America can go ahead with them.

Official attention is being given to the agitation by the Republicans in America for a separate peace with Germany if the Allies go ahead without the United States. Today's action by the Supreme Council unquestionably was supposed to meet that point by pointing out to the Republican majority of the Senate that allied statesmen are not disposed to go ahead without America and will not do so unless forced by an unseemly delay or by pressure from the peoples of their nations. It should be recognised in the United States that it is no easy matter for the statesmen of England and France to delay the coming of peace, with all it means. It is a difficult step for them to take and it is a step taken out of deference to America.

Mr. Polk will communicate the resolution to Washington today and the Supreme Council hopes the Senate will let its attitude be known as quickly as possible.

Incidentally it is a perfectly clear-cut proposition from today on that delay by Washington is holding up the peace of the world.

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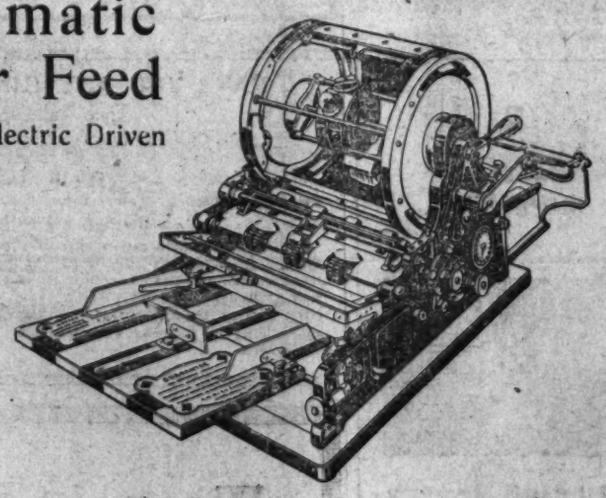

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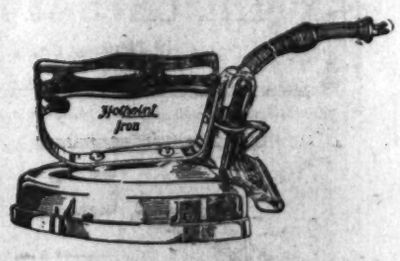

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BRITISH AIRMAN, TRAPPED BY GERMANS, USED MACHINE GUN TO FACILITATE ESCAPE

Witness To Remarkable One-Sided Battle, In Which Major Mannock, Afoot, Turns Unexpectedly On Pursuers, Saving Own Life By Using Secret Passage

(These amazing revelations by Mr. Frederick Maxwell describe the splendid work accomplished by an organisation which he founded in Belgium during the war, and which had for its purpose the rescue of Britishers who had been taken prisoners by the Germans.)

By Frederick Maxwell

Through the representative of the Belgian Government, secretly installed in Brussels, I received, in the middle of 1918, a request that I should arrange as far as possible for competent officers and men whom I aided to escape from the Germans to remain behind the German lines for the purpose of picking up what information they could about the dispositions of the Germans to cover their retreat from Flanders and to report their observations to the British headquarters through the air couriers who were then passing between different parts of Belgium and the Allied lines.

We got to work at once on this proposal, and in a few weeks' time we had the country overrun with British and French officers and men who knew how to make use of their eyes and ears. So thoroughly was the work done by these men in cooperation with the aerial couriers that before long there was hardly a movement of the enemy that was not reported within a few hours to the Allied headquarters.

For instance, it was a released British officer who was the first to discover the German evacuation of the Flanders coast, and less than an hour after the first German moved out of Zeebrugge the information had been given to an airman who was speeding on his way to headquarters with this news.

It was the intention of the Germans to carry out the evacuation by slow stages extending over three months, and had the original plans been adhered to the Flanders coast would not have been free until the end of December. As it was, the timely discovery of the German plans forced them to expedite the evacuation, and it also compelled them to leave behind great quantities of stores that they had intended to take away.

It was not merely that the British fleet was menacing the garrison from the seas and there was daily expectation of a landing. The Allies concentrated a powerful aerial force along the railways and roads by which the Germans were carrying out the evacuation, and these airmen, who were in possession of the most accurate information, were able to harass the enemy in such a fashion that all idea of orderly and systematic withdrawal had to be abandoned.

I was an eye-witness of one stage of that withdrawal about the time when I was working in the Cambrai region. I had gone to Bruges ostensibly in connection with the work of feeding the civil population. When I got there I found the whole town in an uproar. Allied airmen were over the railway station and a number of bombs had been dropped, causing fires and wrecking a number of trains that had been passing through the station on their way towards Germany.

PANIC-STRICKEN TROOPS

The roads leading into and out of the town were littered with wreckage, and long lines of motor lorries were held up, the drivers having abandoned their charge in face of the persistent attacks of the Allied airmen. Panic had seized the troops, who had been marching in to entrain for other parts of the front, and all semblance of order had been abandoned.

The soldiers had broken ranks, and were in hiding wherever they could get the appearance of shelter. Large numbers had been killed by the bombs, and when the Allied airmen came low and used machine guns the panic and slaughter became worse than ever. I saw a battalion of German infantry on the march. They had just reached the crossroads between Bruges and Ghent, when the Allied airmen arrived. The men were terror stricken at the sight of the aeroplanes, and before they could scamper for shelter the bombs were dropping in quick succession, and the ground was thickly carpeted with dead and dying.

One German officer who sought safety in the doorway beside me exclaimed in an excess of terror. "What is the use of going on? Only death awaits us. The more British and French we defeat the more there seem to be of them. Germany ought to have given up the struggle long ago. We cannot fight a world."

The men under him were equally depressed, and refused to be rallied when their officers in half-hearted fashion tried to reform the ranks. I saw the Germans break away and scamper across the fields in terror.

The aeroplanes were then flying very low, and the machine guns were being used pitilessly. Great gaps were cut in the ranks of the German infantry, and the men were terror-stricken.

I saw about half a battalion of the Germans march along the road until they were attacked by two airmen with their machine guns. One of the airmen was Major Mannock, who was killed only a few days later. These airmen flew so low over the Germans that they could have reached out their hands and touched the heads of the Germans. They sprayed the half-column of Huns with bullets until they were practically all wiped out.

MANNOCK'S EXPLOITS

Major Mannock was one of the British airmen of whom we saw a great deal in the later days of the war. He frequently flew over Belgium, and made a number of landings well behind the enemy lines. At that time he was probably better known by sight in Belgium than in Britain or France, and the amazing things is that the Germans never appeared to recognise him.

Mannock flew repeatedly over the district around Brussels. We had no difficulty in recognising his machine by its markings, and we had the utmost admiration for this daring officer. Once I saw him land at the improvised landing place not far from Brussels used by the Allied air couriers. It was about a month or six weeks before his death. I suggested to him that the work he was engaged on was dangerous.

"Just a little," he replied, "but not so much as you might think. It has its points."

"What are they?" I asked.

"Oh," was the reply, "you get plenty of fun, plenty of excitement, and there is always the feeling that you are cheating death."

Mannock certainly cheated death more than any man I know of, and his greatest achievement in this direction was in the summer of last year, between Ghent and Bruges. There had been a British Intelligence Officer in the neighborhood in hiding for about three weeks. He had ascertained all that he wished to know and it was imperative that he should go back. Mannock was sent to fetch him.

As rendezvous in that region we used the house and grounds of a patriotic Belgian who had suffered a great deal for his country.

These were anxious days indeed, for the Germans were very inquisitive, and made a number of visits to the house in search of unauthorised persons. On the second night troops were left in the house to keep watch, and it was a source of anxiety to me when I reflected that at any minute Mannock might come to the house. I dared not go out to warn him, for I did not know how much the Germans knew or suspected, and any move I made might have the effect of putting them on their guard.

SAW THE GERMANS FIRST

That night I waited in with anxiety bordering on terror. About nine o'clock I saw Mannock coming along the road from Ghent. He did not appear to suspect anything, and in a few minutes he must be seen by the Germans.

I was at first impelled to rush out to warn him, regardless of what might be my own fate, but I realised on reflection that this might mean the defeat of the end I had in view. I waited anxiously, and saw Mannock come close up to the gate. So far he had not been seen by the Germans, but I could not say how long his immunity from detection was likely to last.

Suddenly to my great relief he turned and walked back along the road by which he had come. Afterwards I learned that he had seen the Germans, had guessed what it all meant, and had gone back rather than run the risk of incriminating any of us.

The next day the soldiers went away, the officer telling me that he was disgusted with the authorities at Brussels, who had ordered him out on this fruitless task. On the following night the British Intelligence Officer arrived at the house, and about 11 o'clock I set out to take him to the secret landing place, where Mannock was to be in readiness for him.

We had not gone far before we heard the unmistakable sounds of infantry on the march, and very shortly we made out the column, about 200 men altogether. We got off the main road as quickly as we could, and sought refuge in the woods, only reaching shelter just in time.

The soldiers passed close by the tree behind which we lay in hiding, and marched down the road in the direction of the clearing where we expected Mannock to be. When the Germans had got out of sight we hurried on our way, realising now that there was very great danger if we could not reach Mannock in time to warn him. As we approached the appointed place we saw Mannock by himself, and in the background, near some trees, we saw his machine. We had taken a near cut through the woods and had got ahead of the marching troops, but we were not far enough in front to be quite safe.

The British officer got aboard, and Mannock was preparing to rise into the air, when we heard sounds that could not be misunderstood. The Germans had arrived again, and they signalised their arrival by opening fire with rifles at close range.

I thought at first Mannock was hit, and the Germans were evidently of the same opinion, for the officer in charge of the leading men shouted out words to that effect and called on his men to come on. Mannock said something to the Intelligence Officer, and the latter seemed to grasp the situation. He sprang into the seat beside the machine gun and started firing.

MY DESPERATE PLIGHT

The Germans recoiled before this unexpected attack, and their temporary discomfiture enabled the daring airman to get his machine into the air. Once in the air, there was nothing to stop him getting away, for he could easily rise above the fire of the anti-aircraft guns.

My own plight, however, was desperate. When the Germans opened fire I had flung myself flat on the ground behind the tree by which I was standing, but had the enemy attempted a search of the ground I was certain to be discovered. I lay there with wildly beating heart, wondering how soon the Germans would begin their search, and wondering also if I dare risk seeking safety in flight.

I heard voices close by me, and soon I made out the orders of the officer to his men to make a systematic search. I decided that my only chance lay in instant flight, so I sprang to my feet and ran off into the wood. As I did so there was a sharp challenge, and I heard the vicious ping of the bullets sent after me in streams.

I ran as fast as I could, terror apparently lending me wings, but the impression I had was that the enemy were not slacking off their pursuit. My immediate objective was an underground passage giving access to the garage of the house we frequented. If I could get to this passage before the enemy saw me I had every chance of getting away, for no one was likely to gather from a casual glance at the bush-covered quarry hole that it concealed a secret entrance to an underground passage.

When I got to the quarry hole I was in some doubt as to whether I should risk the disclosure of a secret of such importance to others besides myself, and at first I was inclined to run on further, but when I looked back without seeing any of the pursuers I thought I might risk it.

I got inside, and pressed back the undergrowth so as to cover up the entrance. I heard footsteps and voices without, and knew that my pursuers were close at hand. I could tell that they were discussing my mysterious disappearance, and that they were skeptical of the story of their comrade, who had said that I had gone that way.

ESCAPE BY A MIRACLE

For a long time I lay just inside the passage, hardly daring to breathe, for I expected the undergrowth to be pushed aside at any moment, and once that was done it would be all up with me.

Gradually all became still again, and I crawled along the passage as fast as I could. When I got to the other end I was fearful lest the soldiers should have returned to the house on suspicion that we had something to do with the incident of the aeroplane. So far as I knew, I had not been recognised, but there was just the chance that I had been, and in that case I had little hope of explaining my flight from the German soldiers.

However, I went out boldly when I reached the passage leading into the garage, and was relieved to find that there were no soldiers about. I got into the house, and spent the night there.

The Germans could prove nothing against us, but for nearly a week the house was occupied by soldiers, while the grounds were patrolled regularly. Fortunately, the warning had been given to Allied airmen by Mannock on my advice, and none of them came near the place until I was able to send them word that it was safe.

At the end of the week I received permission to continue my relief work, and I was not sorry to get away, for I was beginning to fear that I was suspected and there was the additional reason that my presence was required in other parts of Belgium and France at that time. I had just heard that one of our most active agents, the beautiful Mademoiselle Descaix had been arrested and I realised that if anything was to be done for her it must be done quickly. When I reached Brussels I found that the trial had been fixed for the following day, and I knew enough of the temper of the Germans at that time to realise that they were not likely to show much mercy.

There had been rumors of many daring coups of the Allied agents who were then roaming about the country, doing much as they pleased in spite of the measures taken by the enemy to check their activities. Mademoiselle Dessalx was a relation of my wife, and I hoped that it might be possible to secure an interview whith her, but that was refused me.

Next day, however, we got news of a reprieve, and on the day following I received word that the pretty prisoner was to be removed to Aix-la-Chapelle the same night. I consulted some of my associates to see what we could do towards a rescue en route, and we were discussing different plans when the matter was simplified by the arrival of mademoiselle herself. She had managed to give her guards the slip on the way to the station, when they had stopped to talk to a party of girls who were loitering close to the station.

So far as she knew she had got clear away and there was certainly no sound of pursuit when we got out. We had no difficulty in finding a safe hiding-place for her, and she remained in it until all fear for her safety was set at rest by the arrival of the Belgian troops under King Albert in Brussels.

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Americans And The Battle Of Cantigny

By Herbert Bailey
(*London Times-Public Ledger*)

It was at the taking of Cantigny by the Twenty-eighth Infantry Regiment of the First Division on May 28, 1918, that the Germans, looking out across the verdant open country then smothered with the smoke of a creeping barrage fire, first saw from the heights of the village the sturdy American men in full battle formation and array. Over a year had passed since America declared war. It had been a year well spent in raising a gigantic army from the youth of America, of transporting it fully equipped overseas to France, and of instructing and training it in quiet and appropriate sectors on the western front. There had been a bitter local fight at Seicheprey, beneath the frowning blackness of Mont Sec, in the Toul area. There had been raids and gas attacks north of Luneville in the Baccarat zone. Around Verdun and on the British front the Germans had experienced to their cost that impetuosity, that anxiety to prove their mettle in combat which always marked the efforts of the Americans.

Chasing the enemy out of "No Man's Land," converting the most somber of sectors into the noisiest of furies, ever alert and ever quick to learn the great game of war, the Americans astonished all by their reckless audacity, their inquiring assurance and the much more valuable military asset of accurate long distance rifle fire. The French, in consternation at the daring willingness to take a chance with death which the Americans showed in all sectors, posted up many warnings quaintly worded in the front line villages. "If you want to be killed, walk down this street," "Fritz in his balloon can see you, so keep your head down." These and many more admonitions were addressed to the curious, but they had little effect. The Americans had come to Europe to fight and to see all that could be seen; the war to them possessed much of the attractiveness of a great adventure and a great tour, and they chafed at any restraints. Young, enthusiastic, willing to take any risks they talked war, lived war and dreamed war. They were soon to be immersed in the sterner side of battle.

GREAT DOCKS BUILT

Meanwhile the organising genius of America, transplanted back to Europe, had constructed a complete service of supplies replete with docks, warehouses and railways from the ports of Bordeaux, St. Nazaire and Brest, which, had the Channel ports ever fallen to the enemy, would have served as the allied armies' main line of communication from the sea. Of all the accomplishments of the Americans in France this was one of the greatest, a revelation in point of speed, thoroughness and conception.

Then came Cantigny, the first blow. The First Division, fresh from the Toul training sector, had relieved the Forty-fifth French African Division from north of Mesnil St. Georges to just north of Cantigny in that sector, facing Montdidier and south of Amiens where the undulating country broken here and there with sparse [redacted] afforded the opportunity for [redacted] steadily ascended the slopes of the village and sheltered themselves in the cemetery when the village was theirs. Cantigny was a small isolated action with little immediate significance. But the village was the first ever captured by American troops in Europe, and the lesson that the Germans learned was the first they had received from the youth of America.

TURNED TO THE MARNE

A few days later and the Americans, scenting battle with all the eagerness of untried and expectant troops, from Gen. Pershing himself down to the soldiers of the line, were turning their faces toward the Marne. They had heard how the Germans in a sudden drive, for which the Allies were totally unprepared, had driven some resting British and French divisions from the shell strewn heights of the Chemin-des-Dames to the green coolness of the valley of the Marne. The opposition to the Germans had faded away in face of the tremendous impetus which their drive had gained, and they had moved more with the assurance of a procession than with the fluctuating fortunes of troops in action.

The morale of the troops opposing them was naturally very low when the Americans of the Second Division, composed of one brigade of marines, the Fifth and Sixth regiments, and another brigade of infantry, the Ninth and Twenty-third regiments, appeared on the scene. They had arrived at Meaux on the last day of May. A city choked with refugees and the wounded, with all the confusing transport of war, greeted them. The next evening only a thin line of French infantry, still holding out with all the valor of their race stood between them and the Germans. The enemy with diminishing speed and evaporating enthusiasm were seeking to push their way along the Paris-Metz highway where it leaves Chateau Thierry for the capital.

AT CHATEAU THIERRY

Meanwhile the machine gunners of the Seventh Regiment of the Third Division had gone into the streets of Chateau Thierry itself. The Germans had once before been surprised at this spot by meeting a new foe. Then the British drove up from Coulommiers to the Marne in 1914. Now it was the Americans, the new hope of the Allies and the new menace for Germany. Through the streets of the pretty Marne town the Americans fought with a desperation that surprised the Germans.

Half an hour before the Americans had stood on a height, viewing for the first time in their lives the sight of exploding shells. Now they were cut off in the streets of the town—a mined bridge, their direct avenue of retreat, having been blown up with Germans and French fighting hand to hand in its center. It was the testing time for young troops. But coolly and sagaciously they retreated along the valley of the river, fighting when they could and finding protection wherever it offered, until they reached the next bridge and safely crossed. To the east of Chateau Thierry the Germans were endeavoring to envelop the Paris road by a southward sweep and it fell to the Americans to re-establish liaison between two French corps in the Veuilly, Premont and Coulombs line and then, the next day, June 3, to crush a German attack at Veuilly.

SHOCK STOPS GERMANS

The night of the 3rd and 4th the remaining scattered French units, who had fought without food or rest for six days in retreat, passed through the Americans' lines, who now held a twelve kilometer front. The German offensive, dragging to a close, came to a standstill with a shock. It shivered under the Americans' fire and enthusiasm; and when on the 6th the Americans counter-attacked on the Bois de Belleau the Germans once more learned what the coming of the Americans meant.

From the 6th to the 25th the Marine Brigade battled daily through the Bois de Belleau. Through the crags and thicknesses, where German ingenuity in machine gun fighting had every opportunity of displaying itself against the Americans still in the school of war, the marines, with their splendid rifle fire and with their yet more splendid determination and endurance, stalked German machine guns. Slowly the woods were cleared. Bouresches was captured by an officer and twenty-four men and the name of [redacted] changed to [redacted]

[redacted]

[redacted] the Baccarat sector to Suippes, to the east of Rheims in the rolling plains of the Champagne. The Twenty-sixth National Guard Division from New England, moving from the Toul zone, relieved the Second Division to the west of Chateau Thierry. Others were held in reserve for the coming offensive, which, with its menace to Paris itself, hung like a cloud over the Allies' hopes. On July 14 the Americans had been celebrating Bastille Day in the French capital. The men of Belleau Wood and the Marne had marched through the city to the accompaniment of the anxious cheers of the populace. That night people arose from their beds to hear the dull and threatening roar that came from the direction of the Marne.

They knew what was happening. The German drive was being heralded with an avalanche of shells. At 6 o'clock the next morning, 15th, Big Bertha opened fire on Paris and a large siege gun mounted on a turntable in a forest near Brecy shelled Meaux, Coulombiers and La Ferte sous Jarre with 380-centimeter shells. For ten hours the bombardment preceded the attack across the river and in Champagne, which was made early on the morning of the 15th. Happily Gen. Gouraud, commanding the French Fourth Army, was well prepared for the drive on his front east of Rheims, and a daring raid on the night before the attack provided him with such valuable information that he was enabled almost to paralyse the drive before it started.

GERMAN LOSSES HEAVY

It was a time of great anxiety for Gen. Gouraud, but the artillery was quickly informed, and half an hour before the German barrage opened the French anticipated it with a concentrated fire on the front and rear areas that took the heaviest tolls of German life and brought the greatest of confusion to the German army. Men and horses were plunged into death beneath this unexpected barrage. [redacted] be seen at some points three miles behind the front. The delaying attachments in the front positions, small though they were, fulfilled their duties with unexpected success. Nearly three hours were wasted by the Germans before they reached the combat line at 7 o'clock in the morning. Shattered by the counter barrage though they were, the Germans nevertheless strove manfully on and attacked with a determination that won the praise and admiration of both the French and Americans. One battalion of American infantry drove off seven frontal attacks in four hours.

GERMAN ASSAULTS WEAKEN

As the end of the day came into sight the German assaults became weaker and weaker, less and less resolute, until the next morning only local attacks could be mustered by his defeated and staggering forces. The Americans, well satisfied with their stand at a cost of 450 killed and 1,350 wounded, had once more proved to the Germans that to belittle was not to defeat the men from the United States; that a high spirit, invincible courage and the pride of achievement which belongs to troops more or less new to warfare, even when not accompanied with a wealth of experience, had an infinite value in decisive warfare.

But to the west the Germans had crossed the Marne, and on the Third Division front from Mezy to the east of Chateau Thierry another drama was being played. With Montmirail on the Paris-Chalons road as the main objective, the Germans had struck with every arm from Mezy on the Marne through Dormans up to the front of Gen. Gouraud's army. The extreme right flank of the German attack fell upon the 13th and 18th Regiments of the Third American Division, who had been in the line since the beginning of June. A tremendous concentration of artillery fire preceded the attack.

Every area was well covered by the Germans. Their artillery plans were scrupulously thorough. But the American and French artillery in this sector anticipated the Germans. At a quarter of an hour before midnight on the 14th they poured into the German battery and front line positions a counter barrage of all available strength with telling effect. At midnight the German artillery fire commenced. Their eighty-four batteries in this sector plunged all their fury into the thirty-one batteries of the French and the Americans. The result was that the Americans faced a storm of shell that threatened to wreck all their communications, isolate their lines and pierce their front.

AMERICANS AWAIT ATTACK

But with a smiling "take-a-chance" resolution the Americans awaited the attack in front, while men struggling with ammunition wagons, supplies and artillery all under the enemy fire, which, increasing with violence as the hour for attack dawned, wrought untold epics in the immediate rear. At 3:20 o'clock the German infantry advanced to the attack. With their ingenuity that never flagged, the

(Continued on Page 18)

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Terrible Death Rate Is Certain This Winter, Declares The City's Burgomaster

'A CITY OF MENDICANTS'

Little Food And No Fuel, Schools Closing, Railways Shutting Down

Vienna, October 18. (Associated Press).—Burgomaster Reumann today gave the Associated Press an appeal to the American people to come to the relief of "this much-tried city" before it is too late.

After rehearsing the hardships the populace has undergone during the last five years, he predicts the most terrible suffering unless aid is brought, declaring the city must live a hand-to-mouth existence.

"We have been rendered absolute beggars—a city of mendicants," he said. "There is nothing but despair facing us. Methodical provisioning of Vienna ceased months ago. The Austrian grain supply barely suffices for Upper Austria, while the rest of the country is wholly dependent on importations.

"All the stocks of Entente origin have been exhausted and no new contracts have been made, because this is impossible for lack of credits. Forage for animals also is exhausted, so that we face a complete breakdown of transportation in the city.

"Our meat ration recently was fixed at three ounces per capita weekly, but even this amount is unavailable, and intervals of weeks frequently occur between meat distributions. Fresh milk is available only for infants, and for them only in very limited quantities. The stock of condensed milk is approaching exhaustion. Eggs, beans, sugar, coffee, and potato supplies have been exhausted.

"Clothing and shoes are a non-existent quantity for the masses. There has been no importation of flax or cotton since the beginning of the war, and factories producing substitutes of paper or fiber for clothing have been closed for lack of coal. Clothing stocks on hand have risen thirty-fold in price.

"Our citizens are herded like cattle, 75 percent of the families in the city now living in one or two rooms.

"Neither the industries still going nor the transportation and power agencies know from one day to another whether they can operate the next. There is scarcely a chance that more than a small percentage of the people will be able to cook their meals during the Winter.

"Our hospitals are about to be closed, one after another, so we are prepared for a terrible death rate. Our schools are without fuel and must be closed.

"The number of unemployed increases daily, and it now seems certain that within a few weeks there will be no railway transportation whatever within our country. The great depreciation in our currency makes impossible the purchase of fuel or raw materials from abroad, and thus to resume our industrial life. Only a foreign loan can save us and we appeal to America."

With the temperature just above freezing, a large part of the population now is seeking the coffee houses, where they herd all day to avail themselves of the warmth generated by their bodies. Swarms of beggars of all ages and both sexes infest the streets, many of them shoeless and clad in rags. Even the best hotels are entirely without heat, while prices asked for the meager food supply obtainable mount daily.

The correspondent made a tour of the shops today, comparing the current prices with those of one month ago. He found that clothing had more than doubled in price. In some shops Austrian money is refused altogether, the shopkeepers demanding payment in foreign money at rates higher than those in London.

Americans And The Battle Of Cantigny

(Continued from Page 17)

Germans had placed a series of steel platforms held up by cables across the river.

About an inch thick, they were concealed just beneath the water, but allowed perfect freedom of movement for advancing troops whose only trouble was wet feet. Canvas boats and the usual pontoons were also employed all along the river, which still shone clear and glistening through the dust and dirt of bursting shells and the smoke screen with which the Germans covered their movements. The French, under the weight of a mass of men and a tornado of fire were forced to retreat. To the right of the Americans from Mezy eastward along the river the French front was driven in and left the right wing of the Americans exposed to enfilade fire from the Germans.

It was on this extremity of the American line that the Germans attempted to cross the river and in some places succeeded. There is a little farm by name le Ru Chailly farm, just north of Fossoy, where the river turns to Mont St. Pere. Near by there is a dam in the rive. which affords a risky and very precarious crossing of the Marne. But the Germans, undaunted by machine gun and artillery fire, crossed in single file, although few of those who set out ever reached the other side. As they crossed they could look down upon the dead bodies of their comrades who swirled in the waters, were caught in the dam. They succeeded, however, in reaching the farm and took Fossoy, but as further progress was impossible they suddenly turned eastward and, following the bend of the river, reached Mezy. Just north of them the Germans had crossed in the arch of the river with Jaulgonne as its summit.

IN DANGER, ATTACK

They had also seized the heights to the east of the Surmerlin River, which runs south from the Marne. Thus from three sides the Germans were pouring a promiscuous fire into the Americans, the burden of which fell upon the Thirty-eighth Regiment under Col. Ulysses Grant McAlexander. The gap between the Americans and the French became wider and wider. A desperate situation demanded desperate measures. Either there was to be a general retreat or a stand to the death. The Germans, had they been able to organise another attack rapidly, would doubtlessly have flung the Americans back and have pressed on to Montmirail if they had not succeeded in cutting off the Americans altogether and found a clear way to Paris should they have desired to go there. But the Germans had few reserves. Their strength had been overestimated. Reorganisation proved to be impossible in face of the American resistance, and, happily, Col. McAlexander, together with some units of the Seventh and Thirtieth regiments, in spite of orders, fought a decisive action of his own with all his finaks exposed.

At 8 o'clock in the morning the Germans were held on the American front, and disorganisation, the result of the failure of their plans, had begun to appear.

The next day the Germans half heartedly renewed their offensive, but the splendid stand of the Americans had broken the spirit of the Germans and the plans of their staff, and only a small stretch of ground remained in German hands south of the river on the American front. The last German offensive of the war, heralded with so much enthusiasm in Germany, had failed completely. Yet another phase of a great drama was being prepared.

SELECTED FOR DRIVE

That a counter offensive by Marshal Foch was inevitable no one doubted. The Americans, still fresh, still eager, still anxious to prove or confirm their fighting prowess on European battlefields, together with the Moroccans, were selected as the main force of the drive, the "shock troops" of the advance. The First and Second divisions, with the Moroccan division, were sent to the line that ran on the left boundary of the Soissons salient. The Twenty-sixth, Third and Twenty-eighth divisions were kept on the Marne, while parts of the Fourth Division were assigned to the French command near Lizy sur Ourcq.

Each division was approximately 28,000 men strong. The two forests of Villers Cotterets and Compiegne form the green sentinels of Paris on the northeast. Graced with a mass of tall elegant and shady trees, they made a perfect cloak of concealment for the concentration of troops and artillery. It was through the forest of Villers Cotterets that the American First and Second divisions had to pass to reach their positions of attack for the morning of July 18. The First had moved up from near Beauvais, where they had been receiving some instruction, later to be completed under machine gun fire in the tactics of open warfare following their intrenchment in the Montdidier area. The Second Division came from the region of the Marne. It was a terrible night that preceded the dawn of attack. The forest roads, always moist, became almost impassable under the torrent of rain. While the thunder helped the tanks to reach the lines without detection by the enemy, the darkness and insecure foothold were obstacles in the way of the movement of troops, artillery and supplies that nothing but the greatest of endurance and the enlivening prospect of advance could overcome. Happily, the two American divisions, with the Moroccans, reached their assigned positions just before the hour of attack.

FIRST DIVISION ATTACKS

On the heights that rise from out of the Villers Cotterets forest, running from just in front of the First Division lines toward the plain that extends south of Soissons, the First Division moved forward at 4:30 in the morning, preceded by a six minute curtain barrage.

The beet root and wheat fields through which the men had to pass, in the trail of light tanks, were clustered with machine guns that took a great toll of American lives. But the Germans were surprised by the suddenness and energy of the attack and staggered under the startling sight of Americans swarming over into their lines with a recklessness that was little to their liking or comfort.

The First Division had taken 2,000 prisoners, a number of guns and thoroughly alarmed the Germans. The spirit of the men in spite of severe losses was wonderful.

On the right of the First Division the Moroccan troops too had made an excellent day's progress, while further to the right, in the sector from the Montgobert woods to north of Longpont, the Second Division had, in spite of exposed flanks that cost them hundreds of men, pushed far into the German lines. The division had encountered the greatest of difficulties in reaching the line.

RUN TO ENTER FIGHT

When the French commander inquired, five minutes before the time of attack, whether the Americans were ready he was told that only the Ninth Infantry Regiment had arrived in line; that the Twenty-third Regiment was running along the road for more than a mile to get to its positions; that they were without machine-guns, Stokes mortars, one pound cannon or grenades; that their only arms were the rifle and bayonet, but that they would attack on time. The Americans kept their word. Under the clearest of skies and the brightest of sunlight, wet to their skins, nearly exhausted from the hardships of the last thirty-six hours, they waited for the few brief minutes before the attack to pass by. Silent were the German lines, unsuspectingly silent. There was no preliminary fire; the cannon were still. A nightingale singing in the air alone distracted the men from the scenes around. Suddenly the artillery opened, rising to a crescendo.

The men went over with its fire, two battalions of marines changing from column marching formation into attacking order without even so much as a halt. The speed and dash of the Americans on that morning were as unforgettable as amazing. So eager were the men that they chased and passed under their own barrage. The stupefied Germans could only throw up their arms and surrender, so surprised were they. At Beaurepaire farm, a strongly organised and strongly held position, however, the Germans offered a determined resistance with machine-guns and artillery, but the Third Brigade charged the position with the bayonet, passing through their own barrage fire to get at the enemy.

Although enfiladed by machine-gun fire from the front of the Moroccan division at Maison Neuve farm, the Americans, swinging slightly to the southeast, took Vauxcastille in their stride, in spite of the Germans' resistance, and at 8 in the evening had captured Vierzy, the most desperately defended town in the whole sector. Eight kilometers had the Americans passed, and they had driven a menacing salient into the German lines that affected the whole Soissons-Chateau Thierry positions. Two thousand nine hundred and sixty-five prisoners, hundreds of machine-guns, seventy-five guns and nearly all the artillery of two German divisions were the spoils of the Second Division for the first day.

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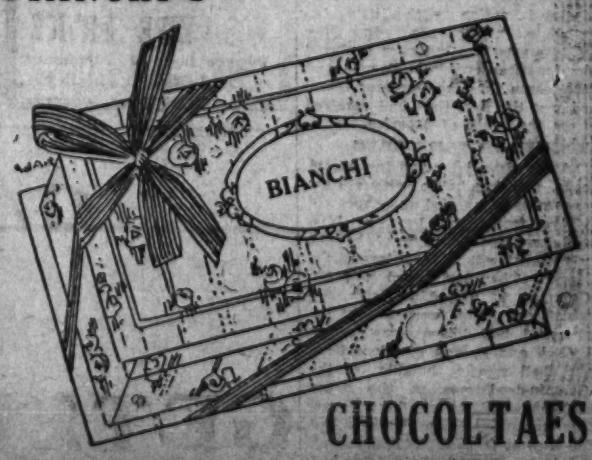

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Henry Ford May Establish Steamship Line To Cork, Ireland

Detroit, October 8.—A report from London that Henry Ford is considering the establishment of a steamship line to Ireland was corroborated here this afternoon by Charles E. Sorensen, Superintendent of the Henry Ford and Son Tractor Company.

Mr. Sorensen said that a number of American industrial concerns, having Irish branches, had been asked by the Irish commission now in this country to provide means of shipping to and from Ireland.

The Ford interests, with a branch at Cork, he said, were asked to do so, and a representative of the Cork Development Association conferred with Mr. Ford several days ago. Mr. Ford had promised to consider the request.

"Cable messages to that effect, said Mr. Sorensen, "were sent to Cork. Apparently they were picked up somewhere.

"No definite plans have been formulated and further action in the matter awaits the return of Mr. Ford."

New Egyptian Premier Takes Post At Cairo

Situation Over Week-End Is Quiet And Outlook For Future Is Hopeful

(Reuter's Service)

Cairo, Nov. 28.—Wahda Pasha, the late Minister of Finance, has accepted the Premiership.

Field Marshal Lord Allenby has requested four members of the local committee of the Egyptian Delegation, including the President, to leave Cairo. The members have decided to ignore the request.

The situation in Cairo and Alexandria was quiet over the week-end, and the prospects are more hopeful with a view to the formation of a stronger and more united Ministry.

The President and Vice-President of the Local Committee have been arrested for disobeying Field Marshal Lord Allenby's order to leave Cairo.

"DE LUXE ANNIE"

Illicit Arms Sales Uncovered At Kiel

(Reuter's Service)

Berlin, Nov. 23.—The papers report the discovery of an illicit trade in arms at Kiel destined for the Pan-Germans. A consignment of seventy-eight machine guns has been seized.

Passengers Arrived

Per C.M. s.s. Kiangteen from Ningpo: Mr. Van Luck.

Per C.N. s.s. Suiyang from Hongkong: Miss S. E. Roberts, Messrs. H. B. Joseph, R. Tewschel, J. P. Silva, S. O. Thorieff.

Per N.Y.K. s.s. Kasuga Maru from Japan: Miss S. L. Hanson, Mr. and Mrs. A. J. Carter, and child, Mr. and Mrs. W. S. Watson, Miss S. Friest, Mr. and Mrs. J. F. Cale and 2 children, Mr. and Mrs. W. A. Hick, Mr. and Mrs. Ho, Misses R. Se, G. Sshapheitlin, Mrs. A. Floisje and 2 children, Mr. and Mrs. Lade and child, Messrs. C. K. Andoins, W. R. Foster and 2 children, P. H. M. Fause, K. G. Sammarey, Nishiyama, Sagawa, C. V. Stor, Tomita, Matsuhita, Nakayama, Idaka, E. G. A. Black, Iwamoto, J. Yerke, Sekimori, Sawamura, Sho, Chin, D. Macsenner, Lacy F. Leisje, Helen Willanger, A. W. Aronson, Shibagaki, Shima.

Per N.Y.K. s.s. Kashima Maru from Hongkong and Manila: Capt. S. H. Clinton, Mrs. M. F. Drikhoff, Mrs. C. Romers, Mr. and Mrs. Wright, Messrs. A. R. Peters, H. A. Hoveniers, F. F. Lederma, G. Costrilis, A. Negrete, P. Vbrierun, F. A. Dickhoff, C. C. Adams, E. R. Bayer, G. P. Gramme W. A. Stewart, O. J. Seribantes, R. M. Green, J. M. Milton, W. Obel, H. M. Workman, P. M. Morgan, F. E. Hyatt, V. R. Moor, C. K. Beck, R. G. Becker, B. L. Beers, W. Billman, R. Bischoff, W. S. Bogert, M. Branner, J. B. Britt, S. R. Albee, F. C. Bean, F. W. Forbes, J. H. McKenna, J. L. Grier, N. Salmanowtz, R. B. Brunner, H. N. Crain, E. P. M. Laughlin, F. Mele, J. Pastell, V. W. Powich, H. P. Burgess, K. Christie, F. Denshick, H. R. Don, E. A. Earl, L. G. Edawrds, W. F. Ela, C. E. Griffin, H. M. Darke, W. W. Crowell, S. D. Angels, A. B. Williams, H. D. Markus, J. J. Pastria, L. E. Pringle, J. Romano, J. Smith, E. E. Steed, F. E. Sundvik, R. E. Williams, J. P. Harrigan, T. F. Heely, L. A. Helfick, J. Matlock, C. S. Bickel, W. Spry, E. J. Weldon, G. Wolfe, J. D. Moray, J. J. Mullen, W. Thomas, E. S. Chase, L. E. Dayon, E. Vincent, S. Atkielski, W. F. Holchan, C. Kulhanek, H. J. Lahen, E. J. Oliver, M. W. Kedderies, E. S. Lee, M. A. Matinson, E. J. Nesbitt, C. W. Newman, C. M. Rosean, W. A. Wenz, A. L. Lehman, E. R. Ayrs, J. T. McEnroe, F. A. Scholar; through passengers for Nagasaki: Mr. H. R. Andreas; for Kobe: Mrs. S. de Rivas and 2 daughters; for Yokohama: Mr. D. C. Johnson for Victoria: Mr. and Mrs. Winch and 2 children; for Seattle: Messrs. G. Y. Chalmer, B. Stenszewski.

Passengers Departed

Per N.Y.K. s.s. Kashima Maru for America: Messrs. Wang Yuying, Jean Victor Nicollier, J. Pearl, Harry, Pearson, Zen Hoongchuing, Chow Jen, F. Bartlett, E.M. Crooks, J. Lange, B.W. Gale, Mr. and Mrs. T. Pinkucy, Mrs. E. Lennox and child, Mr. and Mrs. W.B. Williston and 3 children Misses A. Olsen, J.C. Johnson.

Per C.P.O.S. s.s. Empress of Asia for Vancouver: Major J.C. Benson, Mr. and Mrs. T.A. Burns Mr. and Mrs. De Woody, Mrs. De Villa, Mr. and Mrs. R.W. Gregg, Mr. and Mrs. H. Goffe, Mr. and Mrs. K.E. Graham, Mrs. G. Goldstein, Mr. and Mrs. H.S. Honigsberg, Mrs. W.H. Harvey, Mrs. M. Hillman and children, Misses B. Jouravel, L. Keator, Lieut, T.J. Kane, Col. T.H. Lantry, Mr. and Mrs. G.E. Lammers, Mr. and Mrs. W.L. Lowell, Mr. and Mrs. Charles Lee and family, Mr. and Mrs. T.J. Malcolm, Mr. and Mrs. A.C. Portway and family, Mrs. S. Pike, Mr. and Mrs. J. and Mstr. J.D. Spunt, Mrs. A.D. Stewert, Col. G.W. Tower Mrs. W. Theador and children, Messrs. E.C. Allen, L.P. Bradley, A.S. Cookman, W.E. Comerford, J. Deschler, H.W. Daniels, Wm. Fog, H.W. Grambs, J.J. Gorman, W.L. Gaddum, W.R. Hutheson, E.J. and E. Hazen, J. Harvie, P.C. Knight, L.J. Kinney, Joseph Liu, C.H. Lessser, C.A. Loon, J.F. Mullen, H.J. McGill, T. Markham, J. McIlveen, R.D. Plageman, C. Polhill, E. Pendilton, L.C. Perry, J. Quinn, J. Robertson, B.A. Roberts, N.T. Saunders, J.M. Springer, E. Thompson.

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(Continued from Page 24)

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Chungking, West China.

OBAMA
YUSEMPEI
FOREIGN BISCUITS & SWEETS
KAMIYA, NAMHODO
NO. Z 804 MILLER ROAD SHANGHAI.
26589

NOTICE TO EXPORTERS
We beg to inform Exporters of China Egg Products that we are manufacturing and selling all kinds of LIQUID, DRIED AND SPRAYED WHOLE EGG, YOLK AND ALBUMEN.
Our goods are manufactured by the most up-to-date process; our machines are the newest imported from America, and our outputs are supervised by the best EXPERTS.
Any inquiry will have our immediate attention.
Address: 8b Kiangse Road, and Q489 Tientsin Road, Shanghai.
Telephone: Central Nos. 2385 and 4008.
H. C. WANG
General Manager: Tung Hsin Ziang Egg Factories, Hung Yue Chong Egg Factory, Hsin Chong.

Tel., Central 2036
Dr. FRED M. GENSBURGER
Eye-Sight Specialist
Consulting Hours
10 to 12 a.m. 2 to 5 p.m.
and by appointment
38, Nanking Road
1st Floor

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders £2,100,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Ipoh	Puket
Bangkok	Karachi	Rangoon
Batavia	Klang	Saigon
Bombay	Kobe	Seremban
Calcutta	Kuala Lumpur	Singapore
Canton	Madras	Shanghai
Cebu	Manila	Sourabaya
Colombo	Medan	Taiping
Delhi	New York	(F. M. S.)
Haiphong	Peking	Tavoy
Hankow	Penang	(Lower Burma)
Hongkong	Rangoon	Tientsin
Iloilo	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT.
Acting-Manager.

Banque De L'Indo-Chine

Capital .... Frs. 48,000,000.00
Reserve .... Frs. 50,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Doudichery	Peking	Tourane
Haiphong	Papoote	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital .....Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

T. G. KONG.
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital ... $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2/- $15,000,000
Silver 21,000,000
$36,000,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors:
J. A. Plummer, Esq., Chairman.
Hon. Mr. E. V. D. Parr, Deputy Chairman.
J. W. C. Bonnar, Esq.
A. H. Compton, Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
W. L. Pattenden, Esq.
Ross Thomson, Esq.
Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala Lumpur	S. Francisco
Calcutta	Lyons	Shanghai
Canton	Malacca	Singapore
Colombo	Manila	Sourabaya
Foochow	Nagasaki	Tientsin
Hankow	New York	Tsingtao
Harbin	Peking	Vladivostock
Iloilo	Saigon	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid) .	55,000,000
Reserve Fund	26,960,000
Capital Contributed by Chinese Government	Kup. Tls. 3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Developement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
Chefoo	Hongkong	Shanghai
Dairen (Dalny)	Manchouli	Tientsin
	Newchwang	Vladivostock
		Yokohama

Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
Manager for Asia.

The Bank Of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-Up Capital..	$12,279,800.00
Reserve Fund ...	$1,298,522.60
Special Reserve Fund	$1,898,933.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interests allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG.
Manager.

Shanghai, 15th February, 1919.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale Beligique
(THE BELGIAN BANK)

Paid-up Capital £2,000,000
Reserves £431,890

Head office: BRUSSELS
London: 2 Bishopsgate, E.C.2
Branches: Alexandria, Tantah, Cairo, Peking, Tientsin,
Agents:
New York: 31 Pine Street
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Societe Generale Belgique

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque Nationale de Credit.
Lyons: Banque Nationale de Credit.
Marseilles: Banque Nationale de Credit.
New York: Guaranty Trust Co. of New York.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager.

Hongkong & Shanghai Banking Corporation

SavingsBank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 8 p.m. Saturday, 10 a.m. to 12 noon.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.

Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

The National Commercial Bank, Ltd.

Established 1907.
Paid-Up Capital ...$1,000,000.00
Reserve Fund 391,347.41
Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Cen. 2650
General Office: Cen. 2613 & 2614
Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIN, Sub-Manager.
C. C. YANG, Sub-Manager.

International Banking Corporation

OWNED BY
THE NATIONAL CITY BANK OF NEW YORK.

Capital & Surplus U.S. $6,500,000
Undivided Profits U.S. $3,054,000

Head Office:
National City Bank Building,
55 WALL STREET, NEW YORK
London Office: 36 Bishopsgate E.C.
Lyons Office: 27 Place Tolozan
San Francisco Office:
232 Montgomery Street
Branches:

China: Shanghai, Peking, Tientsin, Tsingtau, Hankow, Hongkong, Canton
Manchuria: Harbin
India: Bombay, Calcutta, Rangoon
Japan: Yokohama, Kobe
Java: Batavia, Soerabaya
Philippines: Manila, Cebu
Straits Settlements: Singapore
Dominican Republic: Santo Domingo, San Pedro de Macoris, Sanchez, Santiago, Puerto Plata
Panama: Panama, Colon

BRANCHES OF THE NATIONAL CITY BANK OF NEW YORK

Argentina: Buenos Aires, Once (Buenos Aires), Rosario
Brazil: Bahia, Pernambuco, Porto Alegre, Rio de Janeiro, Santos, Sao Paulo
Chile: Santiago, Valparaiso
Uruguay: Montevideo
Venezuela: Caracas, Maracaibo
Siberia: Vladivostok
Italy: Genoa
Porto Rico: San Juan
Cuba: Artemiso, Bayamo, Caibarien, Camaguey, Cardenas, Ciego de Avila, Cienfuegos, Cruces, Guantanamo, Havana, Manzanillo, Matanzas, Pinar del Rio, Placetas, Remedios, Sagua la Grande, Santa Clara, Santiago, Sancti Spiritus, Union de Reyes, Yaguajay
Colombia: Medellin
Russia: Moscow, Petrograd
Spain: Madrid
Trinidad: Port of Spain

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. GULLAND, *Manager.*
1a Kiukiang Road.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

	Yen
Capital Subscribed	100,000,000
,, Paid up	61,000,000
Reserve Fund	Y.28,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd

Branches and Agencies

Batavia	Los Angeles	S. Francisco
Bombay	London	Seattle
Buenos Ayres	Lyons	Shanghai
Calcutta	Manila	Shimonoseki
Chanchun	Mukden	Singapore
Dalny	Nagasaki	Sourabaya
Hankow	Newchwang	Sydney
Harbin	New York	Tientsin
Hongkong	Osaka	Tokio
Honolulu	Peking	Tsinanfu
Kalyuen	Rangoon	Tsingtao
Kobe	Rio de Janeiro	Vladivostock

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital ...	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On deposits in Dollars according to arrangement.

H. G. MARSHALL.
Chief Manager.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up-Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 14,590,545 (about £1,215,879)
Special Reserves: Guilders 17,000,000 (about £1,416,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Penang
Bandoeng	Pontianak
Cheribon	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kota-Radja	Soerakarta
Langsa	Tebing-Tinggi
Makassar	Tegal
Medan	Telok-Beton
Padang	Tjilatjap
Palombang	Weltevreden
Pekalongan	

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

The Chekiang Industrial Bank, Ltd.

Established 1908.

Capital $1,000,000
Reserve Fund $50,000
Head Office, Branches & Agencies.
Hangchow, Shanghai, Haimon, Lanchi.

Agencies at the principal Cities throughout China.

Foreign Agencies:—London, New York, Tokio, Yokohama, Osaka, Kobe, Hakodata, Seoul and Fusan.

SHANGHAI BRANCH
U 39 Peking Road.
Tel. No. C. 3145, Manager's Office.
Tel. No. C. 2147, General Office.

Every description of Banking and Exchange Business transacted.

Interest allowed on Current and Fixed Deposits in Taels, Dollars, Sterling, Gold Dollars and Yen according to arrangements.

Credits granted on approved securities.

Safe Deposit Boxes for rent on application.

SAVINGS DEPARTMENT
4% Compound Interest allowed on Savings Current Deposits.

Interest allowed on Savings Fixed Deposits according to arrangements.

Cheque-books or Savings Pass-books at Depositor's disposal.

LI MING, *Manager.*
CHEN SIN TSENG, *Sub-manager.*
ZAI MOH ZUNG, *Sub-manager.*

THE BANK OF CANTON, LIMITED.

Incorporated 1912

Capital paid) (fully ..... H.$2,000,000.00
Reserve Fund: ..H.$ 400,000.00
Investment reserve fund ...H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	S. Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital .. £1,500,000
Paid up Capital 750,000
Reserve Fund 700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Teal Current Accounts at 2 % per annum and Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
26 The Bund.

ASIA BANKING CORPORATION

An American Bank

Head Office—New York City
Head Office for the Far East, Shanghai, Corner Kiukiang and Kiangse Roads.

OTHER BRANCH OFFICES
Canton-Changsha-Hankow-Hongkong
Manila-Peking-Tientsin

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

PARK-UNION

FOREIGN BANKING CORPORATION

HEAD OFFICE: 56 Wall Street, New York

Fully Paid Capital and Surplus $2,250,000

OWNED AND CONTROLLED BY
The National Park Bank, New York Union Bank of Canada

DIRECTORS:

Richard Delafield	H. B. Shaw
Stuyvesant Fish	R. O. McCulloch
Gilbert G. Thorne	Stanley E. Elkin
Cornelius Vanderbilt	Stephen Haas
R. H. Williams	F. E. Kenaston
E. C. Hoyt	W. J. Dawson
A. P. Villa	F. L. Appleby
Sir Wm. Price	T. Fred Aspden

Charles A. Holder, President

BRANCHES:

SAN FRANCISCO		SEATTLE
PARIS	TOKYO	YOKOHAMA

SHANGHAI BRANCH:

No. 1 KIUKIANG ROAD
TELEPHONE CENTRAL 1174

THE SHANGHAI COMMERCIAL & SAVINGS BANK LTD.

9 Ningpo Road

Capital (registered)..... $1,000,000.00
Capital (paid-up) 655,900.00
Deposits (June 30, 1919)..... 5,242,000.00

Branches and Agents in all principal cities of China.

Correspondents in London, Paris, New York, San Francisco, Chicago, Tokyo, Kobe and Osaka.

Your business is solicited.

K. P. CHEN,
General Manager.

MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
W.T.W.			Snipe	Br. gun-boat
W.T.W.			Nightingale	Br. gun-boat
M.M.R.	Aug. 18		Wilmington	Am. gun-boat
S. Creek	Oct. 29		M.A.S. 226	Ital. sub-chaser
S. Creek	Oct. 29		M.A.S. 227	Ital. sub-chaser
O. D. W.	Nov 12		Elcano	Am. gun-boat
1 C.	Nov. 15		Shirayuki	Jap. destroyer
2 C.	Nov. 15		Novaki	Jap. destroyer
P. & O. B.I.	Nov. 26		Villalobos	Am. gun-boat
B. N. B.	Nov. 26		Gnat	Br. gun-boat
2 C.			Yodo	Jap. gun-boat
MMB	Nov. 29		D.Estrees	Fr. gun-boat

Provisions Prices In Local Market

Prices quoted are in Mexican dollar cents at Hongkew Market compiled on November 25, 1919.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	,,	16-20
Pork	,,	25-30
Veal	,,	25-30
Fish		
Bream	per lb.	16-18
Cod	,,	16-18
Mandarin	,,	20-30
Mackerel	,,	20-30
Pomfret	,,	25-30
Salmon	,,	16-18
Samli	,,	none
Soles	,,	16-18
Whitebait	,,	20-24

Game, Poultry And Eggs		
Deer	each	$2.00-$2.50
Duck	,,	40-60
Hare	each	30-35
Eggs	per doz.	18-20
Fowl	per lb.	18-20
Geese	each	60-90
Partridge	,,	40-45
Pheasant	,,	45-50
Pigeons	,,	16-18
Quail	,,	12-14
Snipe	,,	12-14
Teal	,,	12-14
Turkey	per lb.	45-50
Woodcock	each	40-50
Wild Duck	,,	30-35
Wild Geese	,,	35-45
Wild Pigeons	,,	10-12
Fruit		
Apricots	per lb.	none
Apples	,,	16-20
Bananas	,,	4-5
Figs	per doz.	none

Banque Industrielle de Chine

Capital ..... Francs 45,000,000 one-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Petrotta.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Marseille, Vladivostock, Peking, Tientsin, Shanghai, Hongkong, Canton, Foochow, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Developpent du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana Credito Italiano

Taels, Dollars, Gold Accounts

Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

中華銀行 Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head Office: Tientsin

Subscribed Capital .. $2,000,000
Paid-Up Capital $1,020,000
Reserve Fund ..... $ 20,000

Managing Director:
T. CLARENCE SUN
Deputy Managing Director
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang
Shanghai	Soochow	Changsha
Peking	Wusieh	Shansi
Hankow	Hangchow	Wuhu
Nanking	Ningpo	London
Yangchow	Shaoshing	New York
Hsuchow	Canton	S. Francisco
Pengpu	Hongkong	Boston
Changchun	Changteh	Tokio
Antung	Chengchow	Kobe
Kiukiang	Tsinkiangpu	Osaka
	Yokohama	

And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S. 441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Account and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager,
T. D. Zar, Sub-Manager.

Grapes	per lb.	none
Lemons	each	5-6
Lichees	per lb.	none
Mangoes	each	none
Oranges	per lbs.	6-10
Peaches	per lb.	none
Pears	,,	10-12
Persimmons	,,	none
Peeboes	,,	none
Plums	,,	none
Pumeloes	each	15-20
Pineapples	,,	none
Strawberries	per lb.	none
Walnuts	,,	14-15
Vegetables		
Artichokes	per lb.	2-3
Asparagus	per doz.	none
Bread Beans	per lb.	8-10
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	none
Cabbage	each	3-5
Carrots	per bunch	2-3
Cauliflower	each	50-60
Celery	per bunch	8-10
Egg Plant	per lb.	8-10
French Beans	,,	8-10
Green Corn	each	1-2
Leeks	per bunch	2-3
Mushrooms	per lb.	none
Onions	,,	8-10
Parsnips	per bunch	3-4
Peas	per lb.	8-10
Potatoes	per picul	$2.50-$3.00
Spinach	per lb.	3-4
Tomatoes	,,	3-5
Turnips	per bunch	1-2
Grain And Flour		
Flour, American	per 50 lbs.	—
Flour, Australian	,,	$3.60
Flour, Shanghai	,,	$3.40
Rice	per 200 lbs.	$7.40
Milk		
Foreign dairies	per bottle	20
Chinese dairies	,,	17
Fuel		
House Coal	per ton	Tls. 18.50
Stove Coal	,,	Tls. 22.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-$4.00

E. KILNER,
Chief Inspector.

Financial And Commercial News

Silk Market

In their report dated November 28, Messrs. William Little and Co. write as follows:

White Silk.—The easing off in Paper rates has enabled some business to be booked for America. Prices show Tls. 10 advance. Market strong with possibility of further business. European markets cannot face these rates at present.

Tsatlees.—Gold Killing Tls. 560.

Tsatlee Filatures.—Bicycle A, B, C. Tls. 700 av.

Tsatlee New Style.—M. H. Y. Blue Dragon and Feima Ex. 1, 2, Tls. 785 av. Blue Monster and Race Horse Ex. 1, 2, Tls. 780 av. Black Lion 1, 2, Tls. 745 av. Three Arrows 1 and 2, Tls. 745 av.

Tussah Filatures 8 coc.—Are quieter with a small business in best grades at Tls. 10 decline from top. Medium Tls. 477½/72¼.

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report dated November 28:

The market continues dull with very few transactions recorded. Forward adjustments for December Settlement and March forward business constitutes the bulk of the turnover.

FRENCH MARKETS

(French Wireless Service)

Paris, November 28 (via Lyons and Koukaza).—Market quotations:

Marseilles, November 28:

Green Peas: Japan	185
Potato Starch	160

Havre, November 27:

Cotton, First quality	514
Cotton, Second quality	502
Cotton, Third quality	486

Lyons, November 28:

Raw Silks:

Cevenness	290
Italy	205
Syria	260
Japan	258
China	300
Canton	225–227

Stock Exchange Transactions

Shanghai, November 29, 1919

Official

S. M. C. 6% Debs 1904 Tls. 88.00

Telephones Tls. 69.00

Yangtszepoo (ord.) Tls. 34.00 December

Unofficial

Hall & Holtz $12.50

New Engineering Tls. 29.00

Sharebrokers' Association Transactions

Shanghai, November 29, 1919

Unofficial

Ewoo Cotton Tls. 600 cash December

Mail Notices

MAILS CLOSE

For U.S., Canada and Europe:
Per P.M. s.s. Venezuela Dec. 5
Per T.K.K. s.s. Korea Maru Dec. 5

For France, etc.
Per M.M. s.s. Sphinx Dec. 9

For Japan
Per N.Y.K. s.s. Kasuga Maru Dec. 1

MAILS DUE

From U.S. and Canada
Per C.M. s.s. Nile.... Dec. 10

From United Kingdom
Per B. & S. s.s. Tydeus Dec. 2

For India, etc.
Per P. & O. s.s. Dilwara Dec. 7

Exchange and Bullion

Shanghai, November 29, 1919.

Money and Bullion

Sovereigns: buying rate,
@ 7/4=Tls. 2.7273
@ exch. 76.2=Mex. $3.5791

Gold Dollars: Bank buying rate,
@ 149¼=Tls. 67.00
@ exch. 76.2=Mex. $87.93

Mex. Dollars: Market Rate: 75.9375

Shanghai Gold Bars: 978 touch: Tls. 151

Copper Cash ... per tael 179.000

Native Interest ..... Tls. 24

Latest London Quotations

Bar Silver	72⅝d.
Bank Rate of Discount	6%
Ex., Paris on London	Fr. 38.05
Ex., New York on London	T.T. G.$4.05⅝

Exchange Closing Quotations

London	T.T.	7/4
London	Demand	7/4⅛
India	Nom. T.T.	314¼
Paris	T.T.	1430
Paris	Demand	1433
New York	T.T.	149
New York	Demand	149¼
Hongkong	T.T.	64½
Japan	T.T.	33⅝
Batavia	T.T.	390½
Singapore	T.T.	32¼

Bank's Buying Rates

Nominal

London	Demand	7/5
London	4 m/s. Cdts.	7/8¼
London	4 m/s. Docy.	7/8½
London	6 m/s. Cdts.	7/9¼
London	6 m/s. Docy.	7/9½
Paris	4 m/s.	1545
New York	o/d Docy.	151
New York	4 m/s. Docy.	158¾

ROUBLES EXCHANGE

Today's Bank Buying Rate For Roubles

Roubles 20,000 .... =Tls. 100
Roubles 100 ..... =Mex. $0.65

CUSTOMS HOUSE EXCHANGE RATES FOR NOVEMBER

Hk. Tls.	2.75	@	6/6¼ £1
,,	1	@	1173 Fr. 13.07
,,	0.66	@	136¼ Gold $1
,,	1	@	37 Yen 3.01
,,	1	@	15 Rupees 5.45
,,	1	@	1.50 Mex. $1.50
,,	1	@	—Roubles—

Siccawei Weather Report

28.—The center of the anticyclone lies on the middle course of the Blue and the Yellow Rivers. There are signs of a typhoon between the Corolines and the Marianas. The moonsoon is moderate in the N, strong in the Formosa Strait. Overcast weather at Shanghai; snow at several stations in the Yangtze Valley.

29.—Weather overcast and cold. The pressure stands higher than the normal leval. Moderate Northwesterly breezes.

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Amusements

Apollo Theatre

Wednesday, December 3rd

BY

The Jewish Operetta Company

Will be staged the well-known comic-operette in 4 Parts entitled

"THE GIRL FROM THE WEST"

(The Americanerin)

Repr. Mrs. ARCO, Mrs. BOUDKIN, Mrs. Lebedeff, etc. Mr. Boudkin, Mr. LEBEDEFF, Mr. Kaplam, Mr. Ehazaroff.

Admission $3, $2, $1.

Booking at the Apollo.

TOWA CINEMA
No. 4 Woochang Road

PROGRAMME
TONIGHT TONIGHT

"THE GIRL FROM FRISCO"
Episodes 15 and 16
and a
"CHARLIE CHAPLIN COMEDY"
In Two Reels.

AMUSEMENTS

Victoria Theatre

TONIGHT

LENORE ULRICH
in
"THE ROAD TO LOVE"

MATINEE TODAY
at 3.15
SHOWING
Two New Episodes
of the
"BRASS BULLET"

OLYMPIC THEATRE

New Programme

For November 30th and December 1st.

PRESENTING
ANN PENNINGTON
in
"THE RAINBOW PRINCESS"

A Paramount Picture

New Helen Theatre
Haining Road.

Sunday Matinee
"The Bull's Eye"
Final Episode
and
"The Lightning Raider"
7th and 8th Episodes.
PROGRAMME
FOR
Monday, 1st December.
"The Lightning Raider"
9th and 10th Episodes.
Charlie Chaplin and Other Comedies.

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LAST FEW NIGHTS

GRAND CHINESE PERFORMANCE

Miss Lee Shueh Fang, the most famous Cantonese actress, and her company of seventy.

PROGRAMME CHANGED EVERY EVENING.

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Thursday December 4th and Monday, December 8th
TWO GRAND CONCERTS
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MME. EMMA MIROVITCH-GROOS
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Prices as Usual

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A few stage seats can be reserved at $5.00
Prices of admission: $3.00, $2.00 and 1.00.

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Chungking**, Captain Legge, will leave on **Sunday, November 30,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

HANKOW & PORTS.—The Str. **Kiangyung**, Captain W. McIlwaine, will leave on **Sunday** night. For Freight or Passage, apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Co.'s Steamer **Tachi Maru**, Captain S. Hosakawa, will be despatched from N.K.K. Pootung Wharf on **Monday, December 1,** at about 12 o'clock midnight. For Freight and Passage, apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Str. **Kiangwah**, Captain J. McArthur, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Kutwo**, Tons 2,664, Captain Gibb, will sail for the above-mentioned ports from Hunt's Wharf on **Monday, December 1,** at about midnight. For Freight or Passage apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Telephone Central 241, Extension for Freight and Passage. Outside office Hours. Central 250.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Tuckwo**, 3,770 Tons, Captain Campbell, will sail for the above-mentioned ports from Hunt's Wharf on **Tuesday, December 2,** at about midnight. For Freight or Passage apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Telephone Central 241, Extension for Freight and Passage Outside office Hours. Central 250.

HANKOW & PORTS.—The Co.'s Steamer **Yohyang Maru**, Captain Y. Ikeda, will be despatched from N.K.K. Pootung Wharf, on **Tuesday, December 2,** at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang**, Captain Carnaghan, will leave from the French Bund on **Tuesday, December 2,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Woosung**, Captain Newcomb, will leave from the French Bund on **Wednesday, December 3,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS—The Co.'s Steamer **Siangyang Maru**, Captain J. A. Scott, will be despatched from N.Y.K. Mail Wharf on **Wednesday, Dec. 3,** at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ngankin**, Captain Meathrel, will leave from the French Bund on **Thursday, December 4,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Hwah Lee**, (Chartered) 1,151 Tons, Captain Lee, will sail for the above-mentioned ports from Hunt's Wharf on **Thursday, December 4,** about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Telephone Central 241, Extension for Freight and Passage. Outside office Hours. Central 250.

HANKOW & PORTS.—The Co.'s Steamer **Tachang Maru**, Captain H. Asai, will be despatched from N.K.K. Pootung Wharf on **Thursday, December 4,** at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA** No. 5 The Bund.

HANKOW & PORTS.—The Indo-China S. N. Co.'s Steamer **Loongwo**, 3,925 Tons, Captain Findeison, will sail for the above-mentioned ports from Hunt's Wharf on **Friday, December 5,** at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Telephone Central 241, Extension for Freight and Passage. Outside office Hours. Central 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Tungting**, Captain Torrible, will leave from the French Bund on **Friday, December 5,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang**, Captain Pickard, will leave on **Sunday, December 7,** at about 12 o'clock midnight. For Freight apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

For Southern Ports

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. E. Edwards, will leave from the French Bund on **Monday, December 1,** at 4:30 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Suiyang**, Captain J. Gibbs, will leave from the French Bund direct for the above ports on **Tuesday, December 2,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. **Kiangteen**, Captain D. D. Ross, will leave on **Tuesday** afternoon at 4 p.m. For Freight or Passage, apply to **C.M.S.N. Co.**

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Str. **Keelung Maru**, Capt. Y. Fukami, will be despatched from the Co.'s Yangtszepoo Wharf on December 4, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. Central No. 4234 & 4235.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Str. **Sinkiang**, Capt. W. J. Barkus, will leave from the French Bund direct for the about ports on **Thursday, Dec. 4,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77 Passage Tel. No. 401.

SWATOW AND HONGKONG, CANTON.—The China Navigation Co.'s Steamer **Tean**, Captain Wm. McDonald, will leave from the Watung Wharf on **Saturday, Dec. 6,** at noon. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. **Chicago Maru**, Captain S. Yamane will be despatched from the Co.'s Yangtszepoo Wharf on **December 10.** For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. Central No. 4234 & 4235.

For Northern Ports

TIENTSIN.—The China Navigation Co.'s Steamer **Chinkiang**, Captain G. D. S. Mills, will leave on **Sunday, November 30,** at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

TIENTSIN.—The China Navigation Co.'s Steamer **Chekiang**, Captain H. A. Walker, will leave on **Monday, December 1,** at 4 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer **Tungchow**, Captain Harris, will leave from the French Bund on **Monday, December 1,** at noon. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN & DAIREN.—The Str. **Kohoku Maru**, Captain M. Tsubaki, will be despatched from the Co.'s Yangtszepoo Wharf on **December 1,** at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA,** No. 4, The Bund. Tel. Central No. 4234 & 4235.

CHEFOO.—The Str. **Kungping**, Captain G. Shepiurd, will leave on **Tuesday** morning. For Freight or Passage apply to C. M. S. N. Co.

TIENTSIN DIRECT.—The Str. **Hsinming**, Capt. H. Mackinnon, will leave on **Tuesday** Morning. For Freight or Passage apply to C. M. S. N. Co.

TIENTSIN Direct.—The Str. **Feiching**, Captain J. Smith, will leave on **Tuesday** morning. For Freight or Passage, apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer **Shuntien**, Captain Northcombe, will leave from the French Bund on **Wednesday, Dec. 3,** at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer **Fengtien**, Capt. McIntosh, will leave from the French Bund on **Friday, December 5,** at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TSINGTAO.—The China Navigation Co.'s Str. **Chenan**, Capt. H. E. Laver, will leave from the French Bund on **Saturday, December 6,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

Vessels Loading For Foreign Ports Will Be Found on Page 23

Arrivals

Date		From	Ship's Name	Flag	Agents
Nov.	29	Ningpo	Kiangteen	Chi.	C.M.S.N. Co
Nov.	29	Tientsin, ports	Tungchow	Br.	B. & S.
Nov.	29	Japan	Kasuga Maru	Jap.	N.Y.K.
Nov.	29	Hongkong	Suiyang	Br.	B. & S.
Nov.	29	Hongkong	Kashima Maru	Jap.	N.Y.K.
Nov.	29	Japan	Chichibu Maru	Jap.	M.S.K.
Nov.	29	River ports	Chungking	Br.	B. & S.
Nov.	29	River ports	Kutwo	Br.	J. M. & Co.
Nov.	29	Hankow	Tsangtah	Am.	
Nov.	29	Cruise	D'Estrees	Fr.	
Nov.	29	Tsingtau	Mikuni Maru	Jap.	M. T. Co.
Nov.	29	Chinwangtao	Wuhu	Br.	B. & S.
Nov.	29		Tenryu Maru	Jap.	
Nov.	29	Foochow	Klenhsin	Chi.	W. & C.
Nov.	29	Japan	Tamba Maru	Jap.	N.Y.K.
Nov.	29	Foochow	Kohoku Maru	Jap.	O. S. K.
Nov.	29	Hongkong	E. of Asia	Br.	C.P.O.S.
Nov.	29	Tientsin, ports	Feiching	Chi.	C.M.S.N. Co

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S.S. "NOVARA" leaving about 14th December
S.S. "KASHGAR" 22nd December

FOR BOMBAY via STRAITS AND COLOMBO
S.S. "DILWARA" leaves December 12

FOR CALCUTTA via JAPAN
S.S. "ARRATOON APCAR" 6th December

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Em. of Russia	Dec. 27	Monteagle†	Dec. 18
Monteagle	Jan. 7	Em. of Japan†	Jan. 7

*Via Manila
†To Hongkong direct

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The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.
Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.
Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.
Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund.
Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.
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	Tons	Capt.	Arrive	Leave.
*ALPS MARU	18,000	T. Yamaguchi,	Dec. 8	Dec. 10
*BORNEO MARU	15,000	K. Tahido,	end of	Dec.
HIMALAYA	15,000	S. Yamaga,	Beg. of	Jan.
*AMUR MARU	18,000	I. Hamada,	February	

FOR MARSEILLES Via Singapore, Colombo and Portsaid.

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

ARABIA MARU	18,000	T. Saito,	Dec. 24	Dec. 25
MEXICO MARU	12,000	K. Kamiya,	Dec. 27	Dec. 29

FOR HONGKONG

CHICAGO MARU	12,00	S. Yamane,	Dec. 15	Dec. 16

FOR NORTH CHINA PORTS (Tientsin and Dairen).

KOHOKU MARU	5,000	M. Tsubaki,	Nov. 29	Dec. 1

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

KEELUNG MARU	3,000	Y. Fukami,	Dec. 2	Dec. 4

*Fully booked for passage.
The Company also runs numerous steamers from Japan to South America, New Orleans, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

OSAKA SHOSEN KAISHA
O.S.K. Yangtszepoo Wharf, Wayside
Tel. Nos. East 208 and 209 Union Building, 4 The Bund
Tel. Address: SHOSEN, Shanghai, Tel. Nos. C. 4233, 4234 and 4235.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE
BOSTON, NEW YORK via SUEZ
S.S. "WYTHEVILLE"
About December 2nd
SEATTLE

S.S. "ENDICOTT"	About	DEC. 10
S.S. "ELKTON"	Middle	DEC.
S.S. "ELDRIDGE"	Late	DEC.

PORTLAND

S.S. "WABAN"	Early	DEC.

Through Bills of Lading issued to all United States and Canadian Overland Points.
FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE
53 SZECHUEN ROAD.
JOHN J. GORMAN, GENERAL AGENT
FRED C. CHARMAN AGENT.
Telegraphic Address—ADMIRALINE.
Telephone, Central 1471

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

PACIFIC MAIL S.S. CO.
UNITED STATES SHIPPING BOARD
S. S. DOYLESTOWN
About December 3rd
CALCUTTA—MADRAS
via
Hongkong, Saigon, Singapore, Port Swettenham, Penang, Rangoon.
REGULAR FREIGHT SERVICE FROM SHANGHAI EVERY 10 DAYS.
PACIFIC MAIL S.S. CO.
Phone C. 5056 1B Nanking Road

T. K. K.
SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)

Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.
SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO

KOREA MARU ..... December 5
TENYO MARU ..... December 21

All steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance, Deck Dances. Service and Cuisine unexcelled.
Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY, and CANADIAN PACIFIC OCEAN SERVICES, LD.
Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.
T. N. ALEXANDER, Manager.
North China Insurance Co.'s Buildings
Telephone No. 3229. Entrance 71 Szechuen Road.

STRUTHERS AND DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A.; Shanghai, China; Manila, P.I.; Kobe, Japan and Hongkong.
Operating the following Far Eastern services for account of the United States Shipping Board:

U.S.A. PACIFIC COAST—JAPAN, CHINA AND PHILIPPINES

INWARD	HOMEWARD
S.S. "Brave Couer" from Seattle due Dec. 7th.	S.S. "Elkhorn" for Seattle Dec. 3rd.
S.S. "Hathaway" from San Francisco due Dec. 16th.	S.S. "Brave Couer" for Seattle Dec. 23th.
S.S. "West Cajoot" from San Francisco due Dec. 23rd.	S.S. "Hathaway" or S.S. "West Cajoot" for San Francisco January 16th.

also
"WEST HELIX", "WEST HENSHAW", "WEST ISON", "WESTERN GLEN", "BAKERSFIELD", "DEVOLENTE", "EDITOR", "STANLEY", "WEST CACTUS", "WEST SEGOVIA", "WEST ISLIP", "VINITA".
arrivals to be announced later.
Through rates quoted and through B/L's issued to all overland points in U. S. and Canada.
SHANGHAI OFFICE: No. 7 JINKEE ROAD.
Tel. No. Central 2557.
L. EVERETT, Vice-President J. S. EMENS, Agent.

CHINA MAIL S.S. CO., LTD.
Passengers and Freight
S.S. "NANKING"
(15,000 TONS)
S.S. "CHINA" (10,200 TONS) S.S. "NILE" (11,000 TONS)
(SUBJECT TO CHANGE)
SAILINGS FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

S.S. "NILE"	DEC.	23rd
S.S. "NANKING"	JAN.	16th

*S.S. "NANKING" does not call at NAGASAKI

FOR HONGKONG DIRECT

S.S. "NILE"	DEC.	10th
S.S. "NANKING"	JAN.	3rd
S.S. "CHINA"	JAN.	21st

For further information regarding passenger fares, sailings, freight rates, etc., apply to
J. P. WILLIAMS, AGENT.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773 Cable Address: "CHIMAIL"

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

EUROPEAN LINE MAIL SERVICE.

For Hongkong, Singapore, Penang, Colombo, Suez, Port Said, Marseilles and England:

	Tons	Capt.	
MISHIMA MARU	16,000	S. Takano,	Dec. 14
SADO MARU	12,500	T. Hori,	Dec. 22

EUROPEAN LINE AUXILIARY CARGO SERVICE.

For Portsaid, London, Antwerp via ports (may extend to Rotterdam and Hamburg according to cargo inducement).

TSUSHIMA MARU ...	15,000	K. Teramoto,	Dec. 3
PENANG MARU	11,500	Later part of December	

For Portsaid, London, Antwerp via ports (May extend to Rotterdam and Hamburg according to cargo inducement).

DURBAN MARU		Second half of December	

AMERICAN LINE

For Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington, Shanghai, Kobe and Osaka Line (Via Moji).

	Tons	Capt.	
FUSHIMI MARU	21,000	T. Irisawa,	Dec. 17
KATORI MARU	19,000	E. Tozawa,	Jan. 25

NEW YORK LINE Via PANAMA.

TOKIWA MARU	15,000	K. Shibuya,	Dec. 2
TOKUSHIMA MARU..	15,000	Y. Okuno, about	Dec. 28

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

	Tons	Capt.	
KASUGA MARU	7,000	K. Inatsu,	Dec. 2
YAMASHIRO MARU .	7,000	T. Terada,	Dec. 9
CHIKUGO MARU	5,500	Y. Yoshida,	Dec. 12

SHANGHAI, KOBE AND OSAKA LINE (Via Moji).

	Tons	Capt.	
TAKESHIMA MARU ..	4,500	D. Awoshima,	Dec. 3
YAWATA MARU	7,000	H. Mojiri,	Dec. 6
OMI MARU	7,000	M. Yamamaki	Dec. 10
KUMANO MARU	9,500	T. Sasaki,	Dec. 13

FOR JAPAN

	Tons	Capt.	
KITANO MARU	16,000	F. E. Cope,	Dec. 1

FOR HONGKONG

	Tons	Capt.	
KASHIMA MARU	19,000	M. Machida,	Feb. 7

FOR MANILA AND HONGKONG

	Tons	Capt.	
KATORI MARU	19,000	E. Tozawa,	Dec. 31

AUSTRALIAN LINE (Sailing From Hongkong).

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

	Tons	Capt.	
TANGO MARU	14,000	M. Nishimura,	Dec. 24
NIKKO MARU	10,000	G. Yamazaki,	Middle of Jan.
AKI MARU	12,500	S. Shibata,	middle of Feb.

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

November 1, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line			Mail 4.
20.35	8.35		0	dep.	Peking	arr.	19 50
23.45	11.12			arr.	Tientsin-Central	dep.	17.00
23.50	11.17		84	dep.	Tientsin-Central	arr.	16.53
24.00	11.25			arr.	Tientsin-East	dep.	16.45
19.35			524	arr.	Mukden	dep.	

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line		Exp. 2.	Mail 4.	Local 6.
6.45	10.10	11.30	0	dep.	Tientsin-East	arr.	16.40	15.05	22.16
6.55	10.20	11.40	2.71	arr.	Tientsin-Central	dep.	16.30	14.55	22.06
7.25	10.40	11.55		dep.	Tientsin-Central	arr.	16.15	14.39	21.46
12.32	14.13	15.10	78	dep.	Yangchow	dep.	13.21	11.21	16.36
18.35	17.16	17.56	148	dep.	Techow	dep.	10.45	8.39	11.56
22.28	20.06	20.21	220	arr.	Tsinanfu	dep.	8.06	5.50	8.20
7.									8.
8.00	20.55	20.31	—	dep.	Tsinanfu	arr.	7.56	5.30	18.40
11.14	23.20	22.31	266	dep.	Tsinanfu	dep.	6.01	3.15	15.54
14.17	1.24	0.34	318	arr.	Yenchowfu	dep.	3.49	0.35	12.23
14.42	1.52	0.49	—	dep.	Yenchowfu	arr.	3.39	0.02	11.58
18.38	4.54	8.16	377	dep.	Linchang	dep.	1.20	21.24	8.26
21.27	6.39	4.50	420	arr.	Tsochowfu	dep.	23.36	19.20	5.20
9.									10.
7.25	7.00	4.57	—	dep.	Tsochowfu	arr.	23.29	19.00	19.56
13.10	11.03	8.33	523	arr.	Pengpu	dep.	19.53	14.55	13.36
13.25	11.18	8.40	—	dep.	Pengpu	arr.	19.46	14.37	13.16
18.26	15.15	11.52	600	dep.	Chuchow	dep.	16.48	10.50	8.27
20.05	16.48	13.00	681	arr.	Pukow	dep.	15.30	9.20	6.40

	H. Exp.	Exp.		Shanghai-Nanking Line			Exp.	H. Exp.
	23.00	14.20	0	dep.	Nanking-Ferry	arr.	14.15	6.50
	7.00	21.00	193	arr.	Shanghai-North	dep	7.55	23.00

Yenchowfu-Tsinanfu Branch Line					Linchang-Tsochowfu Branch Line						
3.55	14.50	d. Yenchowfu a.	11.15	23.40	4.50	9.20	21.25	d. Linchang a.	7.55	17.55	0.40
4.50	15.45	a. Tsinanfu d.	10.20	22.45	6.00	10.30	22.35	a. Tsochowfu d.	6.45	16.45	23.30

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order

THE TRAFFIC MANAGER.

Tientsin, November, 1919.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

Vessels Loading

For Foreign Ports

SAN FRANCISCO VIA NAGASAKI, INLAND SEA, KOBE, YOKOHAMA AND HONOLULU.—The S.S. Korea Maru, 20,000 tons Captain T. Ota, will be dispatched on Friday, December 5. Tender conveying passengers and mails will leave Customs jetty at 2 p.m. For passage apply to TOYO KISEN KAISHA, T. N. Alexander, Manager.

HAMBURG & LONDON, via HONGKONG, SINGAPORE COLOMBO, PORTSAID, MARSEILLES, ANTWERP AND ROTTERDAM.—The Steamer Alps Maru, Captain T. Yamaguchi, will be dasatched from the Co.'s No. 9 Buoy on Dec. 10. For Freight, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund Tel. Central No. 4234 and 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Arabia Maru, Captain T. Saito, will be despatched on December 25. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. For Freight, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. No. 4234 & 4235.

TACOMA AND SEATTLE CALLING AT VICTORIA B. C. VIA NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, & YOKOHAMA.—The Osaka Shosen Kaisha's Str. Mexico Maru, Captain K. Komiya, will be despatched on December 29. Through Bills of Lading are granted for American ports and overland connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4. The Bund. Tel. No. 4234 & 4235.

HAMBURG & LONDON Via Hongkong, Singapore, Colombo, Portsaid, Antwerp and Rotterdam.—The Steamer Borneo Maru, Captain K. Tahido, will be despatched from the Co.'s No. 9 Buoy on end of December. For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. Central 4234 & 4235.

HAMBURG & LONDON Via Hongkong, Singapore, Colombo, Portsaid, Antwerp and Rotterdam.—The Steamer Himalaya Maru, Captain S. Yamaga, will be despatched from Shanghai on beginning of JANUARY 1920. For Freight please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

HAMBURG & LONDON, via HONGKONG, SINGAPORE COLOMBO, PORT SAID, MARSEILLES, ANTWERP & ROTTERDAM.—The Steamer Amur Maru, Captain H. Hamada, will be despatched from the Shanghai Wharf about FEBRUARY 1920. For Freight, please apply to THE OSAKA SHOSON KAISHA, No. 4, The Bund. Tel. Central No. 4234 & 4235.

Launch Services

TODAY

The tender conveying passengers and mails on board the N.Y.K. s.s. Tamba Maru will leave the Customs jetty at 5 p.m.

TOMORROW

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs jetty at 9 p.m.

Thursday, December 4, 1919.

The tender conveying passengers and mails on board the S.M.R. s.s. Kobe Maru will leave the Customs jetty at 9 p.m.

Friday, December 5, 1919

The tender conveying passengers and mails on board the R.V.F. s.s. Penza will leave the Customs jetty at 2 p.m.

The tender conveying passengers and mails on board the T.K.K. s.s. Korea Maru will leave the Customs jetty at 2 p.m.

Tuesday, December 9, 1919

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Sphinx will leave the M.M. Jetty (French Bund) at 10 a.m.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, NOVEMBER 30, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg
TODAY							
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Hongkong and Canton	Tamba Maru	15.30	..	..	..	..	15.00
H'kong, Straits, S. Ports, and E'pe, via Suez.	do	15.30	..	..	..	..	15.00
Europe via Hongkong	do	..	..	..	..	16.00	15.30
TOMORROW							
Hongkong and Canton	Suiyang	21.00	..	..	..	..	21.00
Hongkong	Suiyang	..	17.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Japan Ports	Kasuga Maru	19.00	17.00	..	..	..	18.30
V'stok and Siberia via Pukow & Harbin (Daily expect Sunday)	Train			..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Dairy	Sakaki Maru	19.00	..	..	..	..	18.30
do	do	..	..	..	..	n20.00	19.30
Weihaiwei and Chefoo	Tungchow	11.00	..	..	..	..	10.30
W'wei, C'foo & T'tsin	Tungchow	..	11.00	..	..	..	..
Chefoo	Kungping	21.00	..	..	..	..	..
Tientsin	Chekiang	..	14.30	..	..	..	..
Tuesday, December 2.							
Vladivostock and Siberia	Via P. & H.	17.00	..				17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Weihaiwei and Chefoo	Kingsing	21.00	..	..	..	..	21.00
W'wei, C'foo, and T'tsin	do	..	17.00	..	..	..	..
S'tow, H'kong & C'ton	Kwongsang	21.00	..	..	..	..	21.00
Japan Ports	T'shima M.	19.00	17.00	..	..	..	18.30
Japan & A'rica via N'saki	do	..	..	..	..	n20.00	19.30
Japan & A'rica via N'saki	Kasuga Maru	..	..	..	..	9.00	..
Swatow and Hongkong	Kwongsang	..	17.00	..	..	..	..
Wednesday, December 3.							
Amoy, H'kong & C'ton	Sinkiang	21.00	..	..	..	..	21.00
Amoy and Hongkong	do	..	17.00	..	..	..	..
Weihaiwei and Chefoo	Shuntien	9.00	..	..	..	..	8.30
W'wei, C'foo & T'tsin	do	..	9.00	..	..	..	..
Nagasaki and Vladivostok	Penza	..	13.00	..	..	..	..
Friday, December 5.							
Japan, Canada, U.S.A. & Europe	Korea Maru	12.30	..	..	..	..	12.00
N'saki, Kobe, Yokohama, Canada, U.S.A. & Europe via U.S.A.	do		13.00	..	..	..	12.30
N'saki, Kobe, Yokohama, Canada, Honolulu, U.S.A. & Europe	do		..	12.00	..	..	11.30
W'wei, C'foo & T'tsin	Fengtien	..	9.00	..	..	..	..
S'tow, H'kong & C'ton	Tean	..	17.00	..	..	..	..

B Letters and boxes with declared value 7.30; parcel post 5 p.m. and money orders 4 p.m.

E Registered articles 5 p.m. on previous day.

Information For Mariners

SUNDAY, NOVEMBER 30

High Water at Woosung Bar

(The day tides are higher than the night tides, they are about equal at 5 and 6 o'clock).

Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
Approximate fall, at springs 8 1/4 h; at neaps, 7 1/2 h.

A.M. Time H	M	A.M. Range Ft.	In.	P.M. Time H	M	P.M. Range Ft.	In.
4	36	5	0	5	0	6	6

High Water at Tungsha Lightship

(The evening tides are higher than the morning tides).
Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H	M	P.M. H	M
3	33	3	53

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
11 48 a.m.	11 45 p.m.	6 41	4 56	5 56	5 41

Mean Barometric Pressure at Shanghai

For November 30.23 in
768.0 mm.

Sailed from Shanghai

For San Francisco

West Cactus	Oct. 26
Royal Arrow	Oct. 28
Lumina	Oct. 30
West Islip	Nov. 2
West Sequana	Nov. 8
Colombia	Nov. 8
Nanking	Nov. 8
Sylvan Arrow	Nov. 9
Tascalusa	Nov. 11
Astral	Nov. 12
Stanley Dollar	Nov. 16
West Harts	Nov. 18
Silver Shell	Nov. 22
China	Nov. 25

For Tacoma

Manila Maru	Oct. 22
Africa Maru	Nov. 27

For Seattle

West Segovia	Oct. 26
Suwa Maru	Nov. 5
Seattle Spirit	Nov. 15
Wheatland of Montana	Nov. 22

For New York

Eurymedon	Oct. 22
Bolton Castle	Oct. 22
Naneric	Nov. 4
Benoni	Nov. 19
Eurylochus	Nov. 22

For Vancouver

Bessie Dollar	Oct. 31
Empress of Russia	Nov. 1
Empress of Japan	Nov. 22
Empress of Asia	Nov. 29

For London etc.

Delagoa Maru	Oct. 25
Khiva	Oct. 28
Kaga Maru	Oct. 29
Prinzessin	Oct. 30
Mentor	Nov. 6
Bendoran	Nov. 9
Yokohama Maru	Nov. 10
Carnarvonshire	Nov. 13
Glenade	Nov. 14
City of Melbourne	Nov. 18
Tatsuno Maru	Nov. 20
Rhesus	Nov. 22

For Liverpool

Lycaon	Nov. 8

For Marseilles

Toyooka Maru	Oct. 28
Paul Lecat	Oct. 31
Bansei Maru 5	Nov. 1
Celebes Maru	Nov. 7
Yugao Maru	Nov. 18
Indo Maru	Nov. 23

For Trieste

Italy Maru	Nov. 14
Scotland Maru	Nov. 18

For Copenhagen

Rhodesia	Nov. 8

For Novorossisk (Black Sea)

Vitim	Nov. 15

For Bombay

Dunera	Nov. 4

For Singapore

Castor	Oct. 27
Heffron	Nov. 9
Unda	Nov. 16
Methven	Nov. 23

For Java Ports

Tjikini	Nov. 13
Tjilliwong	Nov. 15

For Calcutta

Gregory Apcar	Oct. 28

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

Stock	Closing Quotations
Banks	
H. K. and S. B. ..	3590 S.
Shanghai Wharf ..	Tls. 172½
Hongkong Wharf	Tls. 104 S.
Lands and Hotels	
Anglo-French Land	Tls. 67½
China Land	Tls. 50
Shanghai Land ...	Tls. 63 B.
Weihaiwei Land .	Tls. 3
S'hai Hotels Ltd. .	Tls. 18
China Realty (ord)	Tls. 68
China Realty (pref)	Tls. 50
Cotton Mills	
E-wo (ord.)	Tls. 600 B.
E-wo Pref	Tls. 85
Laou-kung-mow ..	Tls. 350 B.
Oriental	Tls. 250
Shanghai Cotton .	Tls. 320
Kungyik	Tls. 53
Yangtszepoo	Tls. 32 B.
Yangtszepoo Pref. .	Tls. 83
Industrials	
Butler Tiles	Tls. 25
China Sugar	$191
Green Island	$7
Langkats	Tls. 16 B.
Major Bros	Tls. 5
S'hai Sumatra ...	Tls. 125
Stores	
Hall & Holtz	Tls. 12½ B.
Llewellyn	$30
Lane, Crawford ...	$88
Moutrie	$32
Watson	$6 B.
Weeks	Tls 11¼
Rubbers (Local)	
Alma	Tls 7
Amherst	Tls. 0.50
Anglo-Java	Tls. 7½ B.
Anglo-Dutch	Tls. 2½ B.
Ayer Tawah	Tls. 21½ B
Batu Anam 1918 .	Tls 0.50 B
Bukit Toh Alang .	Tls. 1½ B.
Bute	Tls. 0.40 B
Chemor United ..	Tls. 0.50 B.
Chempedak	Tls. 6
Cheng	Tls. 1½
Consolidated	Tls. 2¾
Dominion	Tls. 6
Gula Kalumpong .	Tls. 5½
Java Consolidated.	Tls. 11¼
Kamunting	Tls. 3
Kapala	Tls. 0.00
Kapayang	Tls. 10
Karan	Tls. 8.10
Kota Bahroe	Tls. 3 B.
Kroewoek Java ...	Tls. 9½
Padang	Tls. 8¼
Pengkalan Durian .	Tls. 4
Permata	Tls. 2½
Repah	Tls. 82½ C.
Samagaga	Tls. 0.05 S.
Seekee	Tls. 1
Semambu	Tls. 0.75
Senawang	Tls. 8
Shanghai Klebang .	Tls. 0.50 B.
Shanghai Malay ..	Tls. 6
S'hai Malay pref. .	Tls. 8
Shanghai Pahang .	Tls. 1½
Sungala	Tls. 1
Sungei Duri	Tls. 6
Sua Manggis	Tls. 3¼
S'hai Kalantan ...	Tls. 0.50
S'hai Seremban ...	Tls. 0.00
Taiping	Tls. 1
Tanah Merah	Tls. 0.60
Tebong	Tls. 13¼
Ulobri	Tls. 2½
Ziangbe	Tls. 3½ B
Miscellaneous	
C. I & E. Lumber .	Tls. 350 S.
Culty Dairy	Tls. 13
S'hai Elec. & Asb	$2
Shanghai Trams .	Tls. 62 B
Shanghai Gas	Tls. 17
Horse Bazaar	Tls. 40
Shanghai Mercury .	Tls 25
S'hai Telephone ..	Tls. 69
S'hai Waterworks .	Tls. 163¾

S. Sellers. Sa, Sales. B. Buyers

Benjamin and Potts, 8 Jinkee Rd.

Telephone No. Central 398

TRY IT IN YOUR BATH

By Appointment To H.M. The King.

SCRUBB'S CLOUDY AMMONIA

INVALUABLE FOR TOILET AND DOMESTIC PURPOSES

Of all Grocers, Chemists, etc.

The public are cautioned against the many injurious imitations of "Scrubb's Ammonia" that are being offered, and attention is drawn to the signature of Scrubb & Co. on each bottle, without which none is genuine.

SCRUBB & CO., LTD., CUILDFORD STREET, LONDON, S.E.

THOS COOK & SON

Tourist, Steamship and Forwarding Agents, Bankers, etc.

Offical Passenger Agents to the Philippine Government

Railway and Steamship Tickets supplied at Tariff Rates. Letters of Credit and Circular Notes Issued and Cashed. Baggage collected, forwarded and insured at lowest rates.

Cook's "Far Eastern Traveller's Gazette," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.

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Chief Office: Ludgate Cirous, London, E.C.

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For all Industrial and Household Purpcses

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"THE BEAUTY"

CIGARETTES

EVERY CONNOISSEUR ENJOYS THE BEAUTY

WHY NOT YOU?

SOLD EVERYWHERE

NANYANG BROS. TOBACCO CO., LTD.

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" **(MAIN LINE)** **ZAHKOU TO SHANGHAI NORTH—"UP"**

STATIONS	Local	Fast B	Slow	Coolie & Goods	Local	Express B	Local	Local
Shanghai North dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jenkfield dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Sicawei dep.	....	7.58	9.23	10.33	....	15.13	16.13	....
Lunghwa Junction dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South dep.	....	*7.45*	*9.10*	*10.30*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghwa Junction dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.13*
Sunglaing dep.	....	8.59	10.48	12.02	....	16.07	17.42	....
Kashai dep.	....	9.51	11.52	13.28	....	16.53	18.49	....
Kashing dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....
Yehsah dep.	8.45	11.05	13.15	15.50	....	17.53	....	....
Changan dep.	9.45	11.41	14.00	16.50	....	18.24	....	....
Hangchow dep.	11.10	12.50	15.25	18.30	....	19.19	....	....
Tahkou arr.	11.35	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast B	Slow	Local	Coolie and Goods	Express B	Local
Zahkou dep.	....	....	6.30	7.55	....	9.20	14.10	15.30
Hangchow dep.	....	....	7.00	8.30	....	10.00	14.35	16.05
Changan dep.	....	....	8.04	9.48	....	11.40	15.20	17.36
Yehsah dep.	....	....	8.41	10.31	....	12.39	15.51	18.40
Kashing dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kashai dep.	....	7.48	9.53	11.55	....	14.48	16.52	....
Sunglaing dep.	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction dep.	*8.18*	*10.38*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....
Shanghai South arr.	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction dep.	....	10 30	11.35	14.05	....	17.18	18.20	....
Sicawei dep.	....	10.39	11.44	14.14	....	17.28	18.29	....
Jenkfield dep.	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North arr.	....	11.00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU **(KIANGSHOO BRANCH LINE)** **ZAHKOU TO KONZENCHIAO**

Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	—	10.10	12.25	....	17.20	....
Kenshangmun ..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow....	dep.	7.30	10.40	12.45	14.55	17.50	19.15
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou.....	arr.	—	9.40	12.10	....	16.55	....	Konzenchiao..	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Car.

Business and Official - - - Notices - - -

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

TELEGRAMS MOORE - SHANGHAI ESTABLISHED 1874 TELEPHONE CENTRAL 155

L. MOORE & Co. LIMITED

AUCTIONEERS : VALUERS : LAND BROKERS
45 KIANGSE ROAD, SHANGHAI

AUCTION INDEX

MONDAY, December 1.—New Carpets, Furniture, etc., in Salesroom 3 p.m. continuing on Tuesday at 10 a.m.

TUESDAY, December 2.—Stationery books and office furniture at 11 The Bund at 10 a.m.

THURSDAY, December 4.—A fine assortment of Furs in Sales- a.m.

December 10.—A splendid collection of books in at 2:30 p.m.

cember 20th.—A fine collection of Postage Stamps n 2.30 p.m.

[redacted]

ONTSUFF
GE ROAD
Prompt and punc-
Also hats for ladies

in making of hats,
nths. 6-7.30 even-
ings.

26666

The Kailan Mining Administration

HOUSEHOLD COAL

On and after 17th November, the price will be $13 per ton delivered (Cash with Order). Application to 1 Jinkee Road. Tel. Central 1115.

26329

THE NATURAL MILK FOOD

LACTOGEN

FOR Children and Invalids

For Infants.—Lactogen is the safest and most satisfactory substitute for Mothers' Milk with which it is identical in composition, nutrition and digestibility.

For Invalids.—Lactogen is so pure, so nourishing, and so easily digested that it always gives satisfaction.

For Growing Boys and Girls.—Lactogen is an invaluable food.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

In ½lb., 1 lb. and 3 lbs. tins.

Geddes & Co., Ltd.
Agents.
Tel. C. 346 5 Peking Road.

FOOCHOW:

FOOCHOW: The San Peh & Co.'s steamer Ningshin, Captain Augestad, will leave from the Ningshao Wharf, Chinese Bund Nantao, on Tuesday, the 2nd December, at about 8 p.m. This steamer has extra large cabins with all the conveniences of a mail steamer. Excellent service and cuisine. Passage money, Shanghai to Foochow $30 single and $48 return. For Freight or Passage apply to the office of the Company No. 16a Peking Road. Telephones: Freight 1520, Passage 3283.

26679

BARBOUR'S
LINEN THREADS
TWINES AND NETS
For Prices
Apply to your Import Merchant

In The Matter Of Robert Anderson & Co., Ltd. and Reduced
and
In The Matter of the Companies Ordinance (Hongkong) 1911.

NOTICE is hereby given that a Petition for confirming a Resolution reducing the Capital of the above Company from £30,000 to £6,000 was on the 6th day of November, 1919, presented to His Britannic Majesty's Supreme Court for China and is now pending; and that the list of Creditors of the Company is to be made out as for the 31st day of December, 1919.

WHITE-COOPER,
MASTER & HARRIS,
1, Museum Road, Shanghai.
Solicitors to the Company.

26607

Business and Official Notices are Continued on Page 19

TRIBUNAL CONSULAR DE PORTUGAL SHANGHAI.

Pelo Tribunal Consular de Portugal em Shanghai correm editos de dez dias citando os socios da firma "Cheap Jack," sita em Broadway, No. 1287, desta cidade, para serem ouvidos sobre a nomeacao de novos liquidatarios da mesma firma requerida a esta Tribunal Consular pelo socio gerente Liang Hing Yan.

A audiencia tera logar no dia 4 de Dezembro do corrente ano, neste Tribunal Consular, pelas 10 horas da manha.

Shanghai, 22 de Novembro de 1919.

JORGE R. DE OLIVEIRA,
Consul Geral.
Presidente do Tribunal Consular.

26677

FRANCS 4 MILLIARDS OF 5% LOTTERY BONDS

Issued by the Credit National Under French Government Guarantee and Supervision Free of Income Tax.

LA BANQUE INDUSTRIELLE DE CHINE will receive up to December 14th only, subscriptions to the above issue of Lottery Bonds.

Issue Price Francs 495.00
Redeemable within 75 years at Francs 600.00
Non-convertible before 20 years
Drawings to take place four times a year
Prizes to be distributed: 10 millions each year
First prize amounting to Francs 1 million
Local subscriptions cabled to Paris free of charge.

26659

WHARF TARIFFS

The new Tariffs which come into force on January 1st, 1920 have been drawn up and are in course of distribution.

Any firms who have not received copies are requested to communicate with the Wharf Office concerned, when they will be at once supplied.

The new rates will apply to all goods not on Landing Accounts on December 31st, 1919.

Rioka Soka Kaisha, Ltd.
China Merchants' Wharves.
Holt's Wharf.
Kaiyosha's Pootung Wharf.
Nippon Yusen Kaisha's Wharves
Robert Dollar Co.'s Wharf.
Shanghai and Hongkew Wharf Co.'s Wharves.

Amusement Advertising will be found on Page 21

FOR BRITISH AND AMERICAN

METALS, HARDWARE & SUNDRIES

PHONE OR WRITE TO

W. Z. ZEE & SONS

BROADWAY-SHANGHAI PHONE: NORTH 1468

We Specialize In

MARCHANT Calculating Machines!
MONROE " "
SUNSTRAND Adding-Listing Machines
BARRETT " " "
EDIPHONE Dictating Machines
CUMMINS Perforating Machines
FOX Portable Typewriters
NATIONAL Portable Typewriters
TYPEWRITERS in all makes
Y. @ E. Filing Supplies
STEEL @ OAK Office Furniture
COLUMBIA Ribbons and Carbons
VENUS Copying and Office Pencils
MACHINES for Numbering, Dating, etc.
SENTINEL Cheque-Writers
CHICAGO Cheque Perforators
LOOSE-LEAF Ledgers, Binders, etc.
CLIMAX @ CHICAGO Pencil Sh'p'ners
PAPER FASTENERS and Punches
INKS, PASTES, PINS, etc.

THE OFFICE APPLIANCE CO.

Phone: Central 4778 SPECIALISTS IN OFFICE EQUIPMENT 22 Nanking Road, Shanghai Cable Add.: Mackbauck

---

The Prest-O-Lite Battery

offers the most for the money—more power to operate your starter and lights—more service to insure your complete satisfaction in its use.

Distributors and Service Station for China of Stewart Products

The Shanghai Horse Bazaar & Motor Co., Ltd.

CHANGE OF ADDRESS

Dr. O'HARA, F. R. C. S. E.,
has removed to
Ezra Building
3 Ezra Road, 3rd floor, Telephone Central 1625

26589

BEAUTY !

Have you wrinkles, freckles, lines, puffs under eyes? My science aided by nature removes all blemishes permanently. Builds up relaxed muscles, and restores complexion and contour of youth. Call at studio and investigate.

MADAME MAYS,
257 Avenue Joffre.

26601

APARTMENTS WANTED

WANTED, in the middle of December, a furnished room with board, by a lady. State terms. Apply to Box 471, THE CHINA PRESS.

26674 D. 2

DANCING

LADY AND GENTLEMAN wish to take dancing lessons and join dancing class for practice. Terms must be moderate. Apply to Box 472, THE CHINA PRESS.

26674 D. 2

DANCING lessons given by an experienced teacher. Terms $3 per lesson or 5 lessons for $12. Apply to Box 428, THE CHINA PRESS.

26556

OFFICES, ETC., TO LET

OFFICES TO LET: Several suites of offices of one, two and three rooms, near Bund. One suite has three very large rooms on ground floor. Apply J. T. Hammond, No. Szechuen Road.

26559

STORE to let, best location foreign district in Nanking Road with long lease and moderate rate of rent. Apply to Box 314, THE CHINA PRESS.

26525 D.1

HOUSES WANTED

WANTED, house of seven or more rooms, furnished or unfurnished. Long or short lease. J. J. Keegan, 23 Connaught Road; telephone West 487.

26673 N. 30

WANTED, unfurnished house of seven to 14 rooms; also open to buy furniture. Apply to Mrs. Finn, 30 Seward Road.

26624 N.30

WANTED to rent, a modern furnished house or apartment in either French or International Settlements. French Concession preferred. Apply to Box 441, THE CHINA PRESS.

26597 N. 30

Modern Dancing

A class for tuition in Ball Room dances will be conducted by

Paul Nijinsky

at

The Palace Hotel

Tuesday and Friday Commencing at 5.30 p.m. sharp (5.30 to 7.00)

First class held on November 28

Terms for Eight Lessons:
Ladies $10; Gentlemen $15

Private Lessons Also Given

Apply at No. 1
YOUNG ALLEN TERRACE
Tel. North 2072

26288

SITUATIONS WANTED

EMPLOYERS: Simplify the "Man Wanted" problem by training your own employes for more responsible positions. We have 287 complete courses of practical training. Encourage employes to study in spare time. Ask us to tell you about our "Employers' Co-operative Plan." Office 15A International Correspondence Schools, 11 Nanking Road.

D. 2

STENOGRAPHER (male) wanted by export house, must be accomplished. State experience, references, and salary expected to Box 473, THE CHINA PRESS.

26675 D. 3

EXPERIENCED export and import man seeks responsible position. Apply to Box 468, THE CHINA PRESS.

26668 D. 3

WANTED, by energetic Englishman, position in import house. Has wide experience in Machinery, Metals, Hardware, Sundries. Some knowledge of piece-goods. Good knowledge of office management, finance and shipping. Over 14 years in East. Excellent testimonials. Apply to Box 446, THE CHINA PRESS.

26619

YOUNG Chinese, educated abroad, with knowledge of stenography, bookkeeping, coding and general office routine, seeks position. No objection to outports. Write to Yc-108 North Szechuen Road, Shanghai.

26643 N.30

WANTED, position as compradore or cashier by trustworthy Chinese. Good testimonials. Guarantee or security given. Apply to Box 451, THE CHINA PRESS.

26635 D.3

LADY typist, with knowledge of stenography, filing and cabling, now employed, desires change. Apply to Box 455, THE CHINA PRESS.

26639 N.30

WANTED, position by young Chinese with many years' foreign and Chinese banking experience. Good testimonials. No objection to outport. Apply to Box 452, THE CHINA PRESS.

26635 D.3

POSITION WANTED by American mechanical engineer, at present employed in the Philippines. Will be open for engagement on or after January 1st, 1919. Competent to superintend steel construction, steam plant, and general machinery installation. Apply to Box 361, THE CHINA PRESS.

26355 D. 14

SITUATIONS VACANT

WANTED: You to know that we can prepare you for profession of Concrete Engineer, Building Contractor, Structural Engineer, Architect, etc. We teach 287 courses of practical training. Write and tell us position you want. Office 15A, International Correspondence Schools, 11c Nanking Road.

WANTED, a Chinese tracer. One with experience in engineering drawing office preferred. Must have some knowledge of English. Send full particulars of previous experience and copies of references to Box 465, THE CHINA PRESS.

26558 D.2

STEAMER leaving in a week's time for Europe, is in want of junior engineers and European crew. Good wages to suitable men. Apply Dodwell & Co., Limited, Agents.

26640 D.3

APARTMENTS

Connaught House
3 Quinsan Gardens.

Vacant 5th December large front room furnished, with bath room and verandah attached, suitable for married couple. Terms. Apply Mrs. E. POLLOCK.

TO LET, with board, from 15th December, large comfortable newly furnished room with private bathroom. All modern conveniences. Suitable for married couple or two bachelors. Apply to Box 459, THE CHINA PRESS.

Oriental House
31 Boone Road.

TO LET, one large back room, also one small room, facing garden. Hot water with bath attached. Moderate prices. Table under the personal supervision of the American proprietress. Telephone North 1102.

26598

TO LET, furnished flat in the Central district near the Bund, from about 15th February until 31st October next. Apply to Box 467, THE CHINA PRESS.

26665 D. 2

WANTED, a married couple (no children) to join a quiet, comfortable English home, situated best part Western district. Apply to Box 470, THE CHINA PRESS.

26670 N. 30

NEW LADY'S New York model sliva-tone coat for sale, at cost price. Never worn. Size 18. Telephone West 395.

26672 N. 30

TO LET, two furnished rooms with bath. Western district, on tram. Board or breakfast, only. Gentlemen preferred. Apply to Box 476, THE CHINA PRESS.

26678 N.30

TO LET: Large room with gas stove, kitchen, suitable for two or three. Immediate occupation. Apply 22a North Szechuen Road.

26681 D.2

TO LET, well-furnished room with board, suitable for married couple or two friends. Hot and cold water, telephone. Bubbling Well district. Apply to Box 462, THE CHINA PRESS.

26652 D.2

TO LET, three-roomed apartment; steam heat and all modern improvements for living quarters. Apply to 51 Szechuen Road.

26657

TO LET, nicely furnished front rooms with board, facing south, with bath and verandah, suitable for bachelors, in private family. Apply 36 Quinsan Road.

26653 N.30

TO LET, central (in quiet location), large and well-furnished room with board, for $170 for two. Apply to Box 457, THE CHINA PRESS.

26644 D.4

FURNISHED flat to let, central, for one year from January 1st. Four large rooms, two bathrooms, geyser, kitchen and servants' quarters. Suitable for bachelors or married couple. Apply to Box 456, THE CHINA PRESS.

26641 D.2

NICELY furnished rooms to let, with bath, and full board, also hot and cold water, telephone. 49 Bubbling Well Road.

26648 D.2

ROOMS with board. Comfortable home, excellent cuisine, reasonable charges, also garage. 16-A, East Seward Road.

26622 D.4

TO LET, from December 1st, furnished room with board, facing south, with verandah, in private family, 90 Carter Road.

26616 N.30

TO LET, with board, a good-sized room, bathroom attached. Apply 3 Young Allen Terrace.

HOUSES TO LET

WESTERN DISTRICT: To let with immediate occupation, unfurnished, No. 154 Bubbling Well Road, for six months or longer. Apply to Box 463, THE CHINA PRESS.

26654 D. 5.

TO LET, 8 Route des Soeurs, excellent seven-roomed residence, modern. Apply premises for inspection; other particulars with J. T. Hammond, 51 Szechuen Road.

26337

TO LET, 20 Robinson Road, excellent ten-roomed residence with garage, facing Park. Rent only Taels 90. Apply premises or J. T. Hammond, 51 Szechuen Road.

26137

PROFESSIONAL

DANCING. B. Richard, professional teacher, will give private dancing lessons. For particulars apply No. 5 Carter Road.

26667 D. 2

PIANOFORTE LESSONS given to beginners by a simplified system. For terms, etc., apply to Box 466, THE CHINA PRESS.

26663 D. 2

SELECT dancing class forming. For terms, etc., apply to Box 466, THE CHINA PRESS.

26669

NATURAL Male Contralto open for engagement. Excellent repertoire of songs and of considerable experience in concert platform work. Could guarantee a pleasurable interlude between films at any local Picture House. Enquiries to be addressed to Box 453, THE CHINA PRESS.

26637 D.3

DRIVING and repairing lessons given by an expert motor car mechanic. Apply to Box 447, THE CHINA PRESS.

26617 D.19

TWO young ladies would like to give lessons in English to Japanese and Chinese after office hours. Also piano lessons. Apply to Box 134, THE CHINA PRESS.

26579 N.30

OFFICES WANTED

WANTED by import and export firm, office space about 8,000 to 10,000 square feet. Apply to Box 464, THE CHINA PRESS.

26655 D.3

Exchange and Mart

FOR SALE, new Chandler limousine. Also Buick touring, used four months. Apply to Box 474, THE CHINA PRESS.

26676 N. 30

FOR SALE, Roadster in first-class condition, at great sacrifice, for 850 taels for immediate sale. Apply to Box 475, THE CHINA PRESS.

26676 N. 30

OFFERS WANTED (in Mex $) for 20 $100 Liberty Bonds, immediate delivery. Reply to Box 477, THE CHINA PRESS.

26680 N.30

FOR SALE: International Savings Society $2,000 Bond, 4 years paid up. What offer. Room 301, Palace Hotel.

SAFETY Razor Blades sharpened. Old blades made as good as new, 50 cents a dozen single blades; 70 cents, double; Y.M.C.A. Barber Shop, 120 Szechuen Road.

25147

FOR SALE, very handsome riding pony, fast and strong. Apply Mafoo, 20 Robinson Road.

26609

FOR SALE: Four cylinder Cadillac, 4 speeds forward, electric gear shift, new tyres all around, extra summer seat covers. Car mechanically perfect and recently painted. A bargain at Tls. 1,800.00 or near offer. Apply to Box 449, THE CHINA PRESS.

26661 D.3

WANTED, male dachshund pup, thoroughbred if possible (good home). Apply to Box 455, THE CHINA PRESS.

26645 N.30

WANTED to buy, second-hand motor-car, must be in good condition and running order. Apply to Box 454, THE CHINA PRESS.

26638 N.30

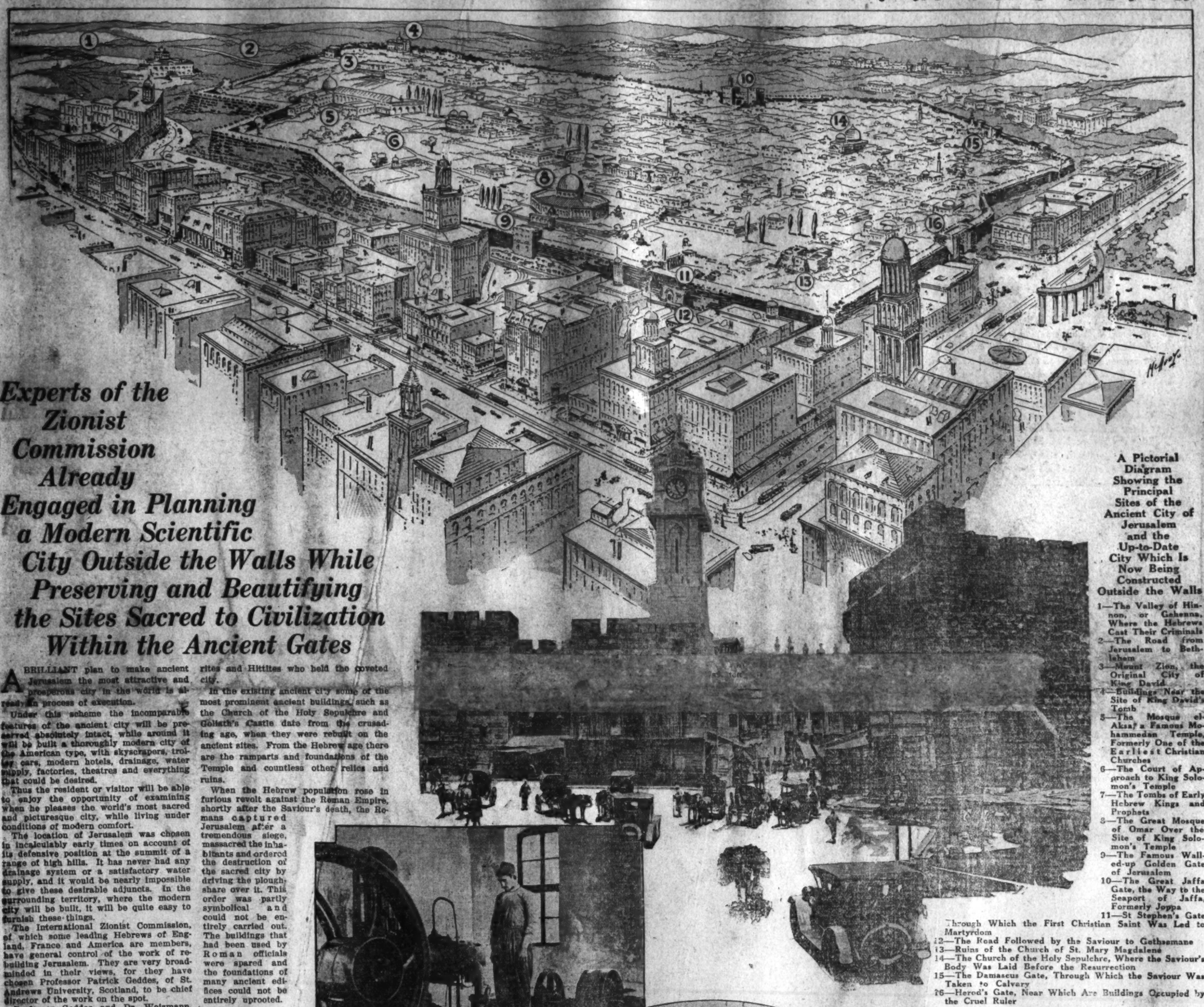
FOR SALE: Steam heating system, complete, including boiler, 7,000 ft. surface heating capacity, 85 radiators and all accessories, cost $12,000, price in U.S. today, will sell for $5,000. All in original cases. Complete list may be seen at office of A. Lafuente, 6 Kiukiang Road.

26406 N.30

5 KW Marconi Wireless Set, absolutely new, in its original cases. Two generators, switchboard, telephones, coils and all accessories ready for installation. Cost in U.S. $13,000. Will sell for $6,000. Complete list may be seen at office of A. Lafuente, 6 Kiukiang Road. Prices quoted are c.i.f. Shanghai, all ready for immediate shipment. Posner, Carter Co., Manila, P.I. Cable address "POCARTER" Manila.

26406 N.30

To Preserve Jerusalem as a Shrine For All The World



Experts of the Zionist Commission Already Engaged in Planning a Modern Scientific City Outside the Walls While Preserving and Beautifying the Sites Sacred to Civilization Within the Ancient Gates

A BRILLIANT plan to make ancient Jerusalem the most attractive and prosperous city in the world is already in process of execution.

Under this scheme the incomparable features of the ancient city will be preserved absolutely intact, while around it will be built a thoroughly modern city of the American type, with skyscrapers, trolley cars, modern hotels, drainage, water supply, factories, theatres and everything that could be desired.

Thus the resident or visitor will be able to enjoy the opportunity of examining when he pleases the world's most sacred and picturesque city, while living under conditions of modern comfort.

The location of Jerusalem was chosen in incalculably early times on account of its defensive position at the summit of a range of high hills. It has never had any drainage system or a satisfactory water supply, and it would be nearly impossible to give these desirable adjuncts. In the surrounding territory, where the modern city will be built, it will be quite easy to furnish these things.

The International Zionist Commission, of which some leading Hebrews of England, France and America are members, have general control of the work of rebuilding Jerusalem. They are very broad-minded in their views, for they have chosen Professor Patrick Geddes, of St. Andrews University, Scotland, to be chief director of the work on the spot.

Professor Geddes and Dr. Weizmann, head of the British Zionist Commission, have already left for Palestine and are working out plans for rebuilding not only Jerusalem, but also Jaffa, Haifa and other towns. Professor Geddes is an expert in town-planning, sociology and civics. He has already carried out successful town-planning in India.

Professor Geddes will establish a university in rebuilt Jerusalem on the lines of a Scottish university.

The Zionist Commission intends to send Zionist colonies to Palestine, some of which will be settled in the rebuilt cities and others in the rural districts.

It need hardly be said that the rebuilding of Jerusalem is a work of unparalleled interest to the whole civilized world—for this city witnessed the supreme act of the Christian religion and contained the sacred temple of the Hebrews, after whose destruction they were condemned to become wanderers upon the earth.

Colonel Conder, the former director of the Palestine Exploration Fund, and other distinguished archaeologists, agree that Jerusalem has been a city of importance for over 3,400 years, for it was a capital ages before the Chosen People conquered it under King David.

At least six distinct cities are superposed upon one another within the walls of ancient Jerusalem. These include the very early Amorite city of 3,400 years ago, the Hittite city, the Hebrew city, the Roman city, the Crusaders' or Latin city and the Mohammedan city. Many further subdivisions might be made, for during the Mohammedan period Saracens, Arabs, Mongols and Turks were in power at different times.

When the Roman Empire was in control it was at one time really Roman and at another Greek. As to the early period, before the Hebrew conquest, there were doubtless other races besides the Amorites and Hittites who held the coveted city.

In the existing ancient city some of the most prominent ancient buildings, such as the Church of the Holy Sepulchre and Goliath's Castle date from the crusading age, when they were rebuilt on the ancient sites. From the Hebrew age there are the ramparts and foundations of the Temple and countless other relics and ruins.

When the Hebrew population rose in furious revolt against the Roman Empire, shortly after the Saviour's death, the Romans captured Jerusalem after a tremendous siege, massacred the inhabitants and ordered the destruction of the sacred city by driving the ploughshare over it. This order was partly symbolical and could not be entirely carried out. The buildings that had been used by Roman officials were spared and the foundations of many ancient edifices could not be entirely uprooted.

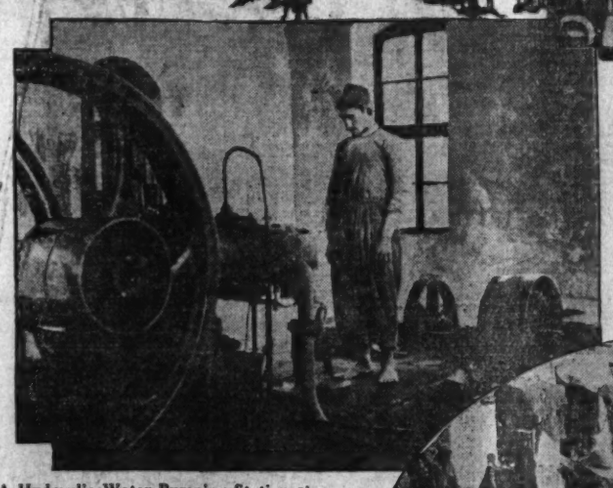
Nevertheless a city grew up that was essentially Roman. The site of the Saviour's entombment was covered by a Temple of Venus, and other sacred sites were similarly desecrated.

Three centuries later, when the Roman Empire under Constantine became Christian, the Emperor's saintly mother, Helena, went to Jerusalem with learned ecclesiastics to identify the ancient sites. Thus she identified the Holy Sepulchre, the Chapel of the Cross (which then contained that most sacred relic) and other sites, and ordered the construction of suitable edifices above them where the originals had been destroyed.

Then the Roman Empire fell and the Saracens and other Orientals overran the Holy Land and the Sacred City.

Many centuries later, in the eleventh century, the Crusaders recaptured Jerusalem for Christianity. The old sacred sites were rediscovered and many splendid buildings which exist to-day, including the Church of the Holy Sepulchre, were erected. The Mohammedans had placed their Mosque of Omar in the temple area above the "sacred rock" of David, and the Knights Templars now built their great church on the same area.

The sacred rock, sometimes called the "Sakrah," stands in the midst of the temple area, which is the field of Ornan the Jebusite, as related in the Bible. After King David had captured Jerusalem the angel of the Lord appeared to him in a vision and told him to build the temple there:



A Hydraulic Water Pumping Station at Abraham's Well, at the Tombs of the Patriarchs, Near Jerusalem. Above Is the Jaffa Gate of Jerusalem, the Road to Ancient Joppa, Whence Jonah Sailed on His Miraculous Adventure

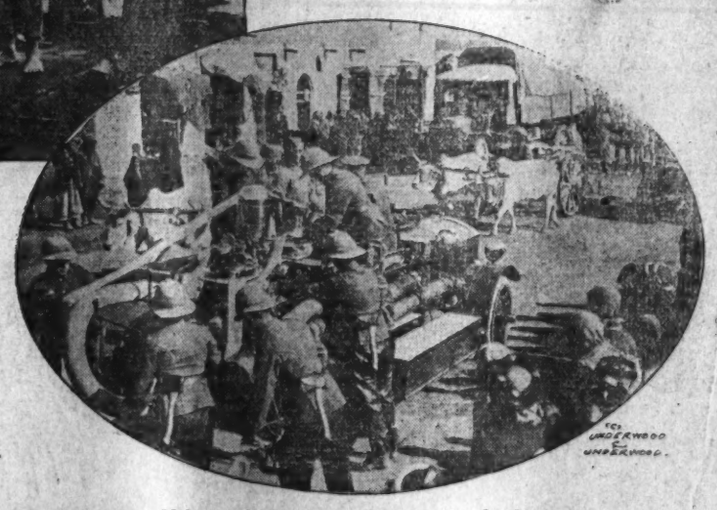
"Then David said to Ornan, Grant me the place of this threshing floor that I may build an altar therein unto the Lord: thou shalt grant it me for the full price, that the plague may be stayed from the people." (I. Chronicles, Ch. xxi., verse 22).

It was reserved for David's son, King Solomon, to build the temple above this sacred spot. In later ages the Mohammedans regarded the rock as the centre of the universe, and so regard it still.

Many undoubted remains of the early biblical period are still to be seen in Jerusalem, although they are overshadowed by the structures of Christian and later ages. The Pool of Siloam still exists, passing under the east wall of the city, a contivance for supplying water which has existed from time immemorial and is repeatedly mentioned in the Bible. Archaeologists have explored the Siloam tunnel, where King Hezekiah's workmen called to one another and were able to join their work through the rock.

A large part of cruel Herod's palace is still preserved, and an ancient building of the same age called the Antonia, which may have been the place where the Saviour was brought before Pontius Pilate.

The walls of the city remain much as they were in Hebrew times, although they have been several times moved in some localities. And the Golden Gate still stands, through which a legend says, that the Saviour will return to rule the city. The enormous foundations of the temple walls and their ramparts are likewise intact.



British Soldiers Using a Modern Fire Engine in the Holy Land.

An old bathing pool is still known as "Bathsheba's Bath" and, strange to say, stands near the ancient building called in all the ages David's Tower, which, though it is not the original building, may well mark the site of the palace from which the erring monarch first viewed the wife of Uriah the Hittite.

Without the walls the old features are still less changed. There stands the Mount of Olives practically as it was in the days of the Saviour and on it is still preserved the Garden of Gethsemane, scene of the most fateful mental agony in the world's history, and legend even identifies the sacred footprints.

The Mount of Olives, treated as a park, will form the most beautiful feature of the modern city to be built around the ancient one.

The wonderfully picturesque character of Jerusalem to-day is well suggested by a recent writer describing the streets:

"A long procession of half-naked Dervish fanatics with banners on their way to the Haram, and then to the tomb of Moses west of Jericho. They bear spears and swords, and are preceded by jesters with fox-tails or by a convict who has been tarred and covered with cotton wool—ancient survivals of pagan Saturnalia. The Jew, the Greek, the Copt, the Georgian, the Armenian, the Arab and the Turk mingle with the modern European and with the Franciscan monk from Italy in the narrow lane; and black-veiled ladies with white cloaks, seated on crimson saddles high up on the white Damascene asses, are led to the shops, or to the lower fruit market, which glows with color, its green and gold contrasting with the violet or rich brown robes of the merchants."

It is fascinating to speculate on the task of the pioneers who are going to build a modern city around this jewel of antiquity, with its barbarous, picturesque inhabitants.

Many experts admit that Jerusalem can be built into a prosperous capital and commercial centre. It is a convenient point for the handling of commerce from large parts of Asia Minor. Palestine itself promises to be very productive under suitable cultivation, and in parts of the country there are deposits of oil, which is the most desirable natural product in the world to-day.

One object of the replanning of the city will be to demolish as far as possible modern structures within the wall and thus to make possible the excavation of the ancient shrines and foundations.

The curious clock tower erected by the Deutsche Bank of Berlin just inside the Jaffa Gate has been ordered demolished and other similar excrescences will suffer the same fate.

The accumulation of debris above the earliest city strata is enormous. Above the oldest pavement of the temple it is ninety feet; while in other regions it is as much as fifty. Much of this will be cleared away in time. The prosperous citizen of the New Jerusalem will enjoy spending his leisure time lingering over the wonders of the past—whether they be the courts and sanctuaries of Solomon's Temple or the way of the Saviour to Calvary.

A Pictorial Diagram Showing the Principal Sites of the Ancient City of Jerusalem and the Up-to-Date City Which Is Now Being Constructed Outside the Walls

1—The Valley of Hinnon, or Gehenna, Where the Hebrews Cast Their Criminals
2—The Road from Jerusalem to Bethlehem
3—Mount Zion, the Original City of King David
4—Buildings Near the Site of King David's Tomb
5—The Mosque el-Aksa, a Famous Mohammedan Temple, Formerly One of the Earliest Christian Churches
6—The Court of Approach to King Solomon's Temple
7—The Tombs of Early Hebrew Kings and Prophets
8—The Great Mosque of Omar Over the Site of King Solomon's Temple
9—The Famous Walled-up Golden Gate of Jerusalem
10—The Great Jaffa Gate, the Way to the Seaport of Jaffa, Formerly Joppa
11—St Stephen's Gate Through Which the First Christian Saint Was Led to Martyrdom
12—The Road Followed by the Saviour to Gethsemane
13—Ruins of the Church of St. Mary Magdalene
14—The Church of the Holy Sepulchre, Where the Saviour's Body Was Laid Before the Resurrection
15—The Damascus Gate, Through Which the Saviour Was Taken to Calvary
16—Herod's Gate, Near Which Are Buildings Occupied by the Cruel Ruler

"Coffee-Gowns"

By Lady Duff Gordon

The Oriental Touch in These Intimate Dresses

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York City, and No. 1400 Lake Shore Drive, Chicago.

The Trousers of This Creation Are of Purple and Gold Brocade, the Low Waist of Blue and Gold, the Scarf of Gold Tissue.

This Costume Is of Gold Tissue, Heavily Embroidered in Blue. The Cloak Is of Bright Blue Chiffon, with a Sea Green Border.

... Velvet Robe Has so Many New World Touches That It Might Be Termed "Where East Meets West."

By Lady Duff-Gordon ("Lucile")

THERE is a pleasant, atmospheric fad for what smart folk term coffee gowns. Dear Mr. Printer, please don't set this up coffee grounds. Coffee gowns for the contemplation and discussion of coffee grounds, you see. Comprenez vous?

The three pictures on this page furnish good examples of the gorgeous coffee gowns. Distinctly Turkish are all of the trio. This is fitting, for in the Turkish homes and harems coffee is indeed king. The first of these, in which the wearer presumably is giving orders for her coffee, is a magnificent costume of what was once the Ottoman Empire.

The trousers are of purple and gold brocade. The coat is of gold tissue, embroidered in copper and silver. The low waist is of blue and gold brocade. The turban is of blue and purple silk, with copper bandings.

The more elaborate of the costumes, worn by the standing figure, is of gold tissue as to waist and trousers. The tissue is elaborately embroidered in blue. The cloak is of bright blue chiffon, with a green silk border. The turban is of gold cloth.

Simplest of this array of Oriental magnificence is the third costume. Of velvet of brilliant hue, it has a trousers-like skirt, trimmed with a horizontal band of silk braid about the hips. The surplice-like waist has a curiously irregular embroidered girdle. A Turkish design is used as a decoration for the front of the blouse. Yet the sleeves, long and tight, are of Occidental type. The robe might be called "Where East Meets West."

Autumn Styles Are Rich In Suggestions For Trimmings

(*New York World*)

The question of trimmings is always an interesting one, and the autumn models are not lacking in valuable suggestions, though the French and American designers are not always in accord on this point as is the case on a number of others.

While embroidery is still one of the chief standbys of the American maker it appears to be distinctly on the wane with the French. Both are agreed that trimmings for daytime frocks shall be confined to bindings, braid and bands of fur though the French makers have a penchant for trimmings of buttons which is shared in only to a limited extent by the Americans.

Plaitings of all sorts are new and very much in evidence, whether used as trimmings in the shape of narrow frills, or as a feature of the frock itself. Shirring and cording in groups, narrow belts and girdles, double and cut wool fringe, ribbon and fringed silk all do their part toward lending an unwonted variety to trimmings.

For evening frocks, which have this season blossomed in such picturesque beauty, the trimmings are brilliant and luxurious to a degree which fortunately always, or nearly always, escapes the garish, and strongly suggests eighteenth century exquisiteness.

As has been said, embroidery is still very favorably considered by the American designer. This may be because he finds his clientele loath to part with the simple straight line frock, on which embroidery is at its best. Embroidery, in fact, might more justly be called a decoration than a trimming, because it is imposed on the flat surface of the fabric and does not alter the outline of the garment in the least.

NEEDLEWORK IN STRIKING DESIGNS

Needlework, in striking but uncomplicated designs, isused in narrow traceries for picking out the salient features of a model and still covers large portions or the whole surface of a garment, either in a continuous pattern or in large whorls scattered here and there.

The patterns are effective, but are produced by the least intricate stitches known to the needle woman, such as single stitch, over and over stitch, couching, buttonholing and French knots.

Embroidery floss, kool yarns chenille and gold and silver threads are used to work out the patterns and, of course, beads, which however, are used with admirable restraint when they are combined with the various threads.

An exceedingly handsome trimming is displayed on a brown velvet gown of utmost severity except for the long straight tunic of brown Georgette, which is hemmed and completely covered by a bold cut out design in the brown velvet. The velvet figures are applied to the transparent fabric and edged with a heavy rope of brown silk floss set on by means of a couching stitch.

Binding is a particularly intriguing trimming which gives a taut, workmanlike finish to the tailored frock. Duvetyn frocks are especially pretty bound with narrow grosgrain ribbon matching in color.

One such frock has two inch straps of the wool running over each shoulder, confined at the belt and swinging loose from belt to hem, which are lined with a picot edged ribbon of lighter shade. The tiny points of the ribbon edging extend beyond the line of the duvetyn strap.

Satin or tricolette frocks are bound with duvetyn, usually of the same color, and serge frocks are bound with black braid or glazed leather braid is used in interesting ways on frocks which are not tailored as well as on those together with the suits which are.

Black braid, rather wide, is the trimming which distinguishes a severe black frock in which the upper portion to the skirt is of of velvet, while the skirt is of heavy crepe satin. The braid is crossed and recrossed in diamond shape on the front and back of the skirt, the ends terminating in loops which droop at the side.

TASSELS AND ROSETTES

A blue serge frock has bands of fancy black braid, crossing the front horizontally and caught at intervals by tiny tassels. On another frock of black velvet there are many Pierrot rosettes of narrow black braid.

The beauty and grace of jetted fringe and fringes of other beads make for their continuance in favor though other long fringes have definitely passed the meridian of popularity.

A quite new note, fringed ribbon and fringed silk is not reserved for its obvious use as trimming on silken evening gowns and wraps, but is met with in strange company.

For instance, there is an attractive little frock of blue duvetyn with a slightly fitted bodice cut in the Spanish manner, which rounds back and front below the waist line, and a straight narrow skirt.

To give the modish width about the hips of this frock, a series of crisp taffeta flounces have been placed one above the other, extending from the bodice line to the knee.

Each flounce is fringed at the edge and a line of bright brocaded flowers runs through its center.

Little tassels of silk, of soft tubular silk cord, of chenille and of beads have a by no means inconsiderable place in the season's trimmings. They are sometimes scattered over large surfaces, often used to terminate an embroidered or braided band and occasionally set on a portion of the skirt or bodice in a pattern.

A coral chiffon frock has on its pointed skirt draperies a pattern of little coral tassels, green and pale yellow, fastened heads down, a position which no self-respecting tassel should be required to assume.

NOTES OF THE AUTUMN MODE

Plaiting of all widths is one of the markedly new notes of the autumn mode. Accordion and cartridge plaits with knife plaiting are all used and velvet and serge are plaited with as much enthusiasm as silk.

Narrow silken plaited frills matching in color are sued to trim duvetyn or serge frocks either in long lines or else crosswise in some manner which enlarges the hip line.

One clever little blue serge dress has an apron front, around which a closely plaited serge frill at least four inches wide cascades and flares smartly.

A brown velvet afternoon frock with a simple short sleeved crossover bodice has a double skirt, each flounce of which is accordion plaited.

IN THE FRENCH COLLECTIONS

In the French collections, one sees an occasional model which possesses a tunic bordered with a rather wide band of fox but on the whole the furs used for trimming either duvetyn or satin frocks are the short haired furs such as Persian lamb, squirrel or kolinsky and these in narrow bands are used for edgings or are set on the fabrics in many lines, close together. Often, hanging tabs of the fabric at the neck or girdle terminate in small fur balls.

Narrow bands of brightly striped silk are used to relieve the neck and sleeves of a sober frock and we find again in one of the best French models the pleasing fashion of finishing a navy blue serge frock with a sash of Roman striped ribbon.

Ribbons should have a whole chapter devoted to their beauty and their many uses which range from nosegays to entire frocks. But there is only space to mention the enormously wide and brilliantly brocaded ribbons which can be made to go very far toward the fashioning of an evening toilette.

EVENING GOWN TRIMMINGS

When one enters the realm of fabrics and trimmings which are only suitable for evening gowns the variety is so bewildering that it is hard to know where to begin and quite impossible to know when to stop.

Perhaps it is as well to only touch in passing on the sequined and beaded bandings, the jeweled passementeries and girdles, the exquisite laces threaded with gold and silver and all the other luxurious trimmings and dwell with most weight upon the charming new tricks which evening frocks take upon themselves in these days.

Skirts are puffed over reeds on the hips to produce the Infanta silhouette, are scalloped, kilted or finely ruffled.

The fashion of cutting the fabric into deep scallops or vandykes and mounting these in gathers or fine plaits on a narrow skirt is a new and pretty one. They are intended to represent flower petals and hand made flowers of silk are an all but indispensable adjunct to the modish evening frock.

Roses of the material of the frock are as often seen as those of the natural color of the flower.

Louis X.VI. is sponsor for another frock whose widely hooped hips are outlined by a gaily colored garland of quaint silken flowers and leaves. Delicate rose or violet chiffon dresses are bordered and sprinkled by fragile crepe roses or violets. Narrow silver or gold ribbons play an important part as shoulder straps for evening frocks.

When It's No Use Pretending

THE PRACTICAL WOMAN AND THE DESERT ISLAND

THE gayest of us have our moments of hollow depression. Sooner or later we all have to give up pretending, even to ourselves, and relapse into unhappy candour.

At no time, if one is a woman, does one feel more acutely miserable than when one faces one's mirror in a clear cold light and marks the first signs of the "going off" of one's charms. I know a very charming and sophisticated woman whose nightmare is that she may one day find herself in the situation beloved by novelists—that is, alone or nearly alone on a desert island. "Just fancy," she wails, "having no comb or looking glass or hairpins and, worst of all, no tammalite. Because, do you realise, that I should actually be grey?" To see her soft brown hair one would suspect her of perverting the truth. But she frankly assures her friends that her hair would be nothing without an occasional timely application of a tonic made of bay rum and pure tammalite. "It brings back all the colour," she affirms, "besides making one's hair beautifully healthy. Why, I was in despair a year or two ago, because my hair was growing grey in streaks. But since I discovered tammalite I haven't the slightest difficulty in keeping my hair its normal shade."

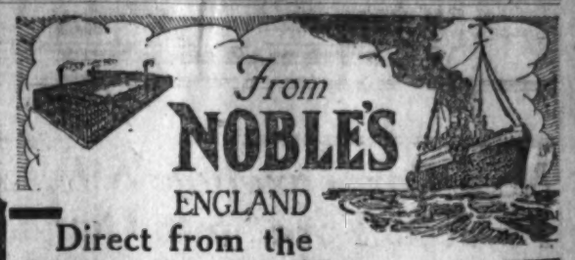
And what a difference beautiful hair makes to any woman! It excuses plainness, it enhances beauty. What man pictures the woman of his dreams with anything but soft, abundant hair? From Rapunzel to Mélissande, there is something romantic about lovely locks. It is deplorable now-a-days to see naturally beautiful hair ruined by neglect, curling irons, harmful shampoos and the like. Many girls, otherwise careful of their good looks, think nothing of going to bed without brushing their hair. Without constant brushing the hair can never attain to that glossy "sheeny" look that is so delightful. A good brushing for fifteen minutes night and morning should be included in the discipline of every woman, plain and pretty. A stiffish brush should be used, and it should be always scrupulously clean.

It is not good enough to use just any shampoo when washing the hair. Care should be taken to find the very best one, and then to keep to it. A really excellent idea is to use only stallax granules which are obtainable at all good chemists. A teaspoonful of stallax is sufficient for each shampoo, so a ¼ lb. package will last for a long time.

This very simple shampoo gives splendid results. The delicious foaming lather it makes not only cleanses the hair thoroughly but brings out every atom of its latent color and brightness. The hair dries quickly, and though beautifully soft, it is quite manageable.

When the scalp is inclined to be dry, and the hair brittle, it is a good plan to massage it with olive oil before giving it a stallax shampoo.

There are few things which increase one's self-respect so much as the possession of lovely hair. It is a perpetual joy to oneself and others, and with a little care, one can defy hairpin-scattering winds and even trying, if romantic, situations on an uninhabited island.



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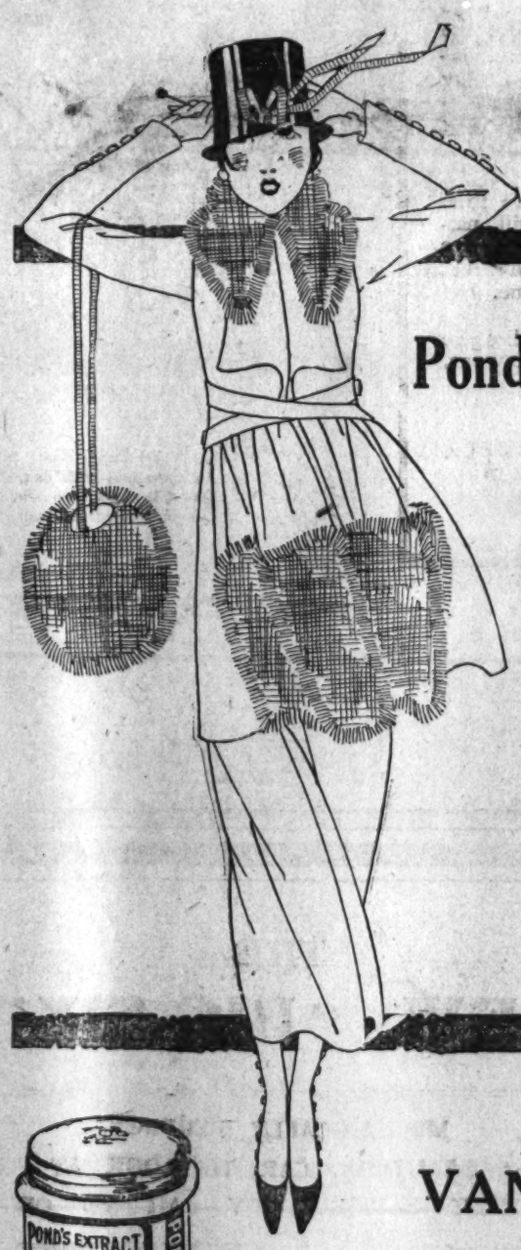

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AUTOMOBILES

SHANGHAI, SUNDAY, NOVEMBER 30, 1919

New Car Taxation Scheme For New York State Owners Goes into Force Next Year

Schedule Of Fees To Be Based On Combined Elements Of Horse Power, List Price And Age; Comptroller Explains Scheme

By Eugene N. Travis
(State Comptroller)

New York State will inaugurate next February a new policy of motor car taxation. Under a recent amendment then effective, a schedule of fees based upon the combined elements of horse-power, the list price of the car fully equipped and its age will be adopted. This new scheme of special taxation provokes the question, frequently renewed of late, as to the tremendous increased cost in highway maintenance and motor car taxation.

For years this subject has been discussed, and the question as to whether mechanically driven vehicles shall contribute more largely than they do at present to the expense of road repair is one that has been argued at length in this and other States. In view of this it may be worth while to examine the various methods now being used and to discuss at the same time the general principles of taxation for highway purposes.

Twenty years ago New York State adopted its present policy of State highways, and since that time approximately $150,000,000 has been pledged or expended. An average annual maintenance charge of about $1,000 a mile for 8,000 miles of improved State highways, with an interest charge upon bonds issued for construction purposes, means that the State contributes each year approximately $12,000,000 for highway improvement.

LAW ADOPTED IN 1920

About 1910 the State adopted its present law of exacting from motor car owners an annual graduated tax based upon horse-power of automobiles. Since that time a sum ranging from one to two and a half millions has been received annually by the State, to be set aside under a specific provision of the law exclusively for highway purposes. Because of an ill advised provision enacted three years ago the State is obliged to divide receipts from this source with the community, and I am informed that often this sum is not used locally for highway purposes because of insufficient amount.

There can be no doubt, however, that the present scheme is not entirely an equitable one. It does not, in the first place, insure that every user of the road should pay something toward its maintenance. Moreover, the present variation in the fees between low and high powered cars and the failure to differentiate between broad and narrow tired vehicles leaves much to be desired from the point of view of simple equity.

While every person indirectly contributes to highway improvement, motorists are the only ones paying vehicular tax direct. Although highway taxes in towns and counties are charged largely, if not entirely, upon real estate, personalty generally escapes, particularly motor cars, excepting those used for commercial purposes and expressly exempted from any other tax. Thus the burden today is borne by the general taxpayer, plus the local ratepayer and motor car owner.

INJUSTICE NOW

There is, therefore, a kind of rough injustice in the present arrangement, and now that the cost of maintenance, especially upon the principal roads, has risen so much it is a question whether all vehicles pay in fair proportion to the damage they cause, and whether motorists who pay no local personal property tax should not be asked to pay a somewhat larger proportion toward the general expense of road upkeep.

Of course various methods have been suggested, but probably the most comprehensive and statesmanlike scheme ever offered in this direction proposes to levy a graduated tax on all wheel vehicles, varying with their weight and the use to which they are to be put. The heavy trade commercial vehicles, like motor buses, vans, etc., are more destructive to the roads than any other form, even the swift and heavy motor pleasure car equipped with steel studded tires.

Speaking generally, motor cars are the only vehicles which are compelled to pay any tax for the use of roads, while horse drawn vehicles escape entirely. Whether this proportion of exemption is fair or unfair or should be increased is a matter which the Legislature will soon have to decide.

A great many difficulties, however, will present themselves before any serious alteration can take place. Looking from the viewpoint of road destruction the horse drawn vehicle is responsible for some damage, and such taxation would only be entirely just from the road makers' and automobile users' point of view. As regards motor cars, although they pay proportionately more, there is much to be said of the popular idea which the last Legislature has accepted of assessing more.

SCHEMES PROPOSED

Various ingenious schemes have been put forward for taxing gasolene and tires instead of the present scheme—horse-power only. Regarding horsepower, nominal or actual, it is probably the most unsatisfactory standard to take as a basis, for even experts themselves are still groping in the dark to find a satisfactory basis upon which the power of the internal combustion engine can be calculated.

Taxation by weight alone has not proved to be satisfactory, for whether the matter be looked at from the point of view of the ability to pay, of the mileage covered in the year or of the destructive qualities of the vehicle upon the road, weight alone is a very imperfect guide. Over a century ago the laws of England recognised this, and it was provided that toll should vary in accordance with the width of the tire. The effect was to encourage broad tires, for there is nothing more destructive than the heavily laden narrow steel tired vehicle.

There are precedents, therefore, for varying taxation so as to encourage broad tires on vehicles designed to carry heavy loads, and the whole question is one that should be considered in resurveying the problem of motor car taxation. A combination of factors, however, must be considered to ascertain how different methods should work.

As regard a gasolene tax, such a proposition would be difficult to carry out in practice. Gasolene is used in many other trades, and it would obviously be unfair to tax it for purposes totally unconnected.

TIRES AS BASIS

If tires were taken as a basis great difficulties would present themselves. A broad tire does infinitely less harm to the roads than a narrow one, while pneumatic tires are admitted to be less destructive than those of solid rubber, which in turn are better for the road point of view than plain iron or steel.

It is impossible, however, to insure that any tax shall be absolutely fair in all its incidents, but by levying the several taxes above suggested no class of traffic could escape payment of some share larger than at present toward road upkeep. However, any change in the present system will provoke strenuous opposition, but it is clear that if the system of taxation for road upkeep is altered a new system of road management will also before long become inevitable.

Finally, the question of taxation for road purposes is, moreover, bound up with the reform of local taxation generally and the whole question of the appropriations made by the Legislature toward local expenditures. To sum up the arguments, however, an effort has been made here to show that a larger share of the expenses of road upkeep should be paid by the actual road user, whether mechanical or horse-driven vehicles.

AUTO TRADE NOTES

Trailer manufacturers report sales much larger in volume than a year ago, with a steadily increasing demand. Many makers have moved into larger plants, erected new factories, or otherwise expanded production facilities. Leading companies are doing several times the volume of business ever done before at this season.

* * *

Arthur J. Slade has opened an office as consulting engineer in motor transportation at 1,790 Broadway, New York. During his army service he organised the Engineering Division of the Motor Transport Corps. He was a member of the International Armistice Commission, and in the Army of Occupation made a collection of German military trucks for the purpose of engineering research by the War Department. He retired with the rank of Lieutenant Colonel.

* * *

The new Velie car, just received by the Garland Auto Company at 1,838 Broadway, was tested out on Long Island by G. W. Garland, Jr., and showed 60 miles per hour on the speedway. Starting up Manhattan hill at 15 miles per hour on the steeper part of the hill it traveled at 35 miles per hour, increasing speed all the way. There was not a squeak or rattle perceptible in the car.

* * *

The Republic Motor Truck Company of Alma, Mich., announces the appointment of Vernon E. Bush as manager of its export sales division.

* * *

The new National Sextet has arrived on Broadway at the sales-is the latest in motor car con-Co. It is a composite of all that rooms of the Poertner Motor Car struction. Its wheelbase is 130 inches.

* * *

In the showrooms of the Sidney B. Bowman Automobile Company, Broadway at Fifty-second Street, are new models of the Anderson Six.

E. P. Jones of the New York Firestone branch states that a recent 3,500-mile test at the factory to show the operating cost of a truck fitted with solid tires and one with pneumatics, proved that the pneumatic-equipped truck made a saving of 12½ percent in oil and gasoline.

R. E. Fulton, Vice-President of the International Motor Company announces that the sales of Mack trucks increased 64 percent in August over July sales.

Four Years War Experience

TRIUMPH
MOTOR CYCLES
Write for Lists to:
Triumph Motor Cycle Co.,
Coventry, England.

Historic Fact.
The first British Motor Cycle used in the war by the French and Italian armies was the TRIUMPH. But the British Armies soon insisted that the entire output of the famous TRIUMPH Motor Cycles should be reserved to them and them alone.
This is the finest tribute that can be paid to the production of any manufacturer.

Firestone
Tyres and Tubes

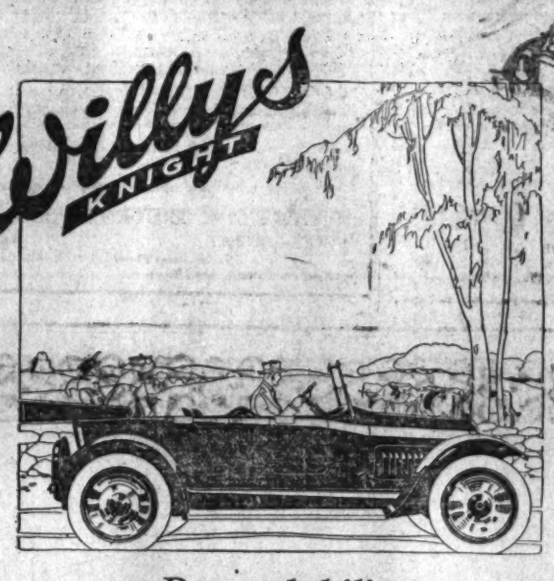
THE Firestone Non-Skid tread gives a safe hold with extra miles of wear; the body is strong and sustaining; the excellent quality of the rubber gives easy riding, good traction and car protection.

A trial will prove this. Afterwards you will, naturally, stick to the tyre equipment which bears the Firestone name.

Firestone Tubes give long, elastic wear.

CENTRAL GARAGE CO.
2A JINKEE ROAD
SHANGHAI

Willys Knight



Dependability

Where garages are not to be met with every few miles the fear of engine trouble is the bogey of every motorist.

A *Willys-Knight* sleeve-valve engine will dispel that fear. Quiet in operation, with unobstructed passages for intake and exhaust gases, it requires no adjustment. Other engines wear out; *Willys-Knight* sleeve-valve improves with use.

(Insert Dealer's Name and Address Here)
THE CENTRAL GARAGE CO., 2a Jinkee Road, Shanghai

THE JOHN N. WILLYS EXPORT CORPORATION
165 Broadway, NEW YORK, U. S. A.

Wherever You Go—Go on Goodyear Tyres

Goodyear Tyres outwear, outdistance and outeconomize most others.

They have unusual inherent resiliency, strength and durability.

They are made to satisfy and protect users—not to be sold at a low competitive price.

Undoubtedly they are the most efficient tyres known for delivering long mileage at low ultimate cost, however, and that is what counts.

We recommend that you fit the famous All-Weather Tread "Goodyears" to your car and watch results.

Ask your dealer for Goodyear Fabric & Cord Tyres made in both inch and metric sizes, also Heavy Tourist Tubes.

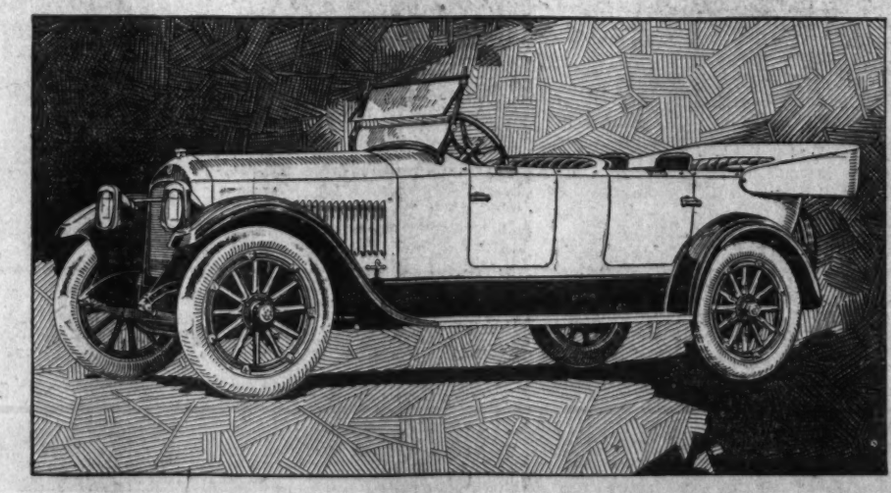
GOODYEAR

Studebaker

THE
NEW "BIG-SIX"

MECHANICALLY PERFECT
A BEAUTIFUL CAR TO LOOK AT
A MOST SATISFACTORY CAR TO OWN

Full particulars obtainable from
THE SHANGHAI HORSE BAZAAR & MOTOR COMPANY, LIMITED
Garage Telephones: West 1641, 1642, 1643



Important Hints For New Owners

There are many owners who frequently are heard to say that they never bother with their cars at all, that the cars keep running and therefore they don't intend to do any work on them. Owners of this sort usually find themselves after two or three years with a car so badly worn that it is hardly worth while going to the expense of replacing parts. It would be just as cheap to junk the car and get a new one. Even the owner who actually does no work, but who has the garage do it, should at least know the important things that need periodic doing.

Most important of these is lubrication. Every owner should know when to lubricate various moving parts and the kind of lubricant to use. A time may come when it is necessary for the owner to do some lubricating himself and it is easier to learn how as you go along than it is to attempt to learn it all at once. It means that the lubricating chart in the instruction book should be practically memorised—that is, the various parts should be located and a mental note made of the kind of lubricant it is to get and how often it should receive it.

While lubrication is perhaps the most important matter for the new owner to know, it is not by any means the only one. Take for example the simple process of adjusting the fan belt. How many owners are familiar with the fan adjustment and how many realise the utter helplessness of an owner who finds himself on the road with a steaming hot engine due to a loose belt. The adjustment in nearly every instance is so simple that a boy can do the work. Usually it means simply the loosening of a nut and the shifting of the upper fan pulley. But if you don't know how to do that you will probably call a garage man if the engine is a persistent overheater.

Does the owner realise that the interrupter points of the magneto or the battery distributer can be adjusted in a few minutes and that improper adjustment of these parts, dirt on the point, uneven points, may cause engine stoppage? Some owners do not bother to know where the interrupter points are. Adjustment usually means loosening a small nut which controls one of the points. That is, only one of the the interrupter points is movable and it is held tightly in place by that nut. It requires a small wrench to make this adjustment and the wise owner always will have such a wrench in his possession. The points when fully separated should measure about 1-32 of an inch between them. If they are too close or too far apart the break will come at the wrong time and misfiring and backfiring will result.

Spark plug gaps may need to be adjusted and cleaned. An owner who never has seen the end of a spark plug or does not know the first thing about the function of the plug will not be able to do this. Plug gaps if too narrow will cause a weak spark to be produced. If the gap is too wide no spark at all will jump across the electrodes. Misfiring on the road may be due to just such a cause. In the ordinary plug the adjustment is made by bending the ground electrode.

An owner driving in hilly country or in sections where the clutch is required to do a lot of work should know that it is quite possible to burn out a clutch altogether in a few miles of rough going. If the owner does not know how to lubricate the clutch, adjust it, clean the rubbing surfaces or treat them to reduce slippage, he may have to remain on the road and wait for a car to tow him to a garage.

The very important matter of brake adjustment should be one of the first things an owner should learn about. How would you like to get no response from the brake pedal or lever just as you see a long steep grade ahead of you? Brakes may be adjusted at several places, at the band, sometimes on the operating rod, or at the pedal. The adjustment calls for a shortening of a lever or a rod, that is, its effective length is reduced.

Turning of a wing nut or an ordinary nut at the brake band may be all that is necessary to get responsive brake action. Some owners have cars with one brake on the propeller shaft which means the floor boards must be lifted to make the adjustment. The turning of a forked member after it is loosened, or the simple nut adjustment may be all that is needed to make that brake hold.

On many cars a pump is used for cooling and it is quite possible that the engine may go dry because one of the packing nuts or glands has come loose. This nut is packed with rope or special packing. The owner should know first that rope can be used, that any stuffing such as cloth or waste can be used in emergency, and secondly that the nut must not be turned up too tightly. It must be turned up just far enough to stop the leak and usually no wrench is needed to turn it that far. I have seen owners apply a wrench and turn until the nut was split open.

Gasolene leaks, the gasolene feed system, the electrical system, are other points that the owner should know something about. Suppose a battery connection were loose or broken, thus stopping the engine. Under such circumstances you would have no lights nor the use of the starter, and if it happened on a dark night on a country road and you did not know how to correct it, you would be helpless. Yet making a battery connection or tightening a cable is as easy as tying two pieces of string together. But the owner must know also that cable ends must be clean.

Such matters as these are not to be learned when trouble occurs, but before that trouble comes up. Your instruction book is a handy piece of literature and it should be read over carefully. The answer is: Learn and understand what keeps the car going, and attend to the vital parts if to nothing else.

SERVICE CAR FOR HOTELS

With the purchase of a service and repair auto truck, Eugene D. Miller, Vice-President of the Hotel Biltmore, introduces a feature designed to benefit motorists who are staying at any of the Pershing Square hotels.

S. O. S. calls from guests stranded within a twenty-mile radius of New York are of frequent occurrence. The usual demand is for transportation to town in time for dinner and theater, and for a reliable man to take charge of the damaged automobile and drive it back after repairs are made.

The service truck will answer these calls now. It is equipped to remedy all the ills an automobile is heir to, and its crew of skilled mechanics are familiar with most of the popular makes of cars.

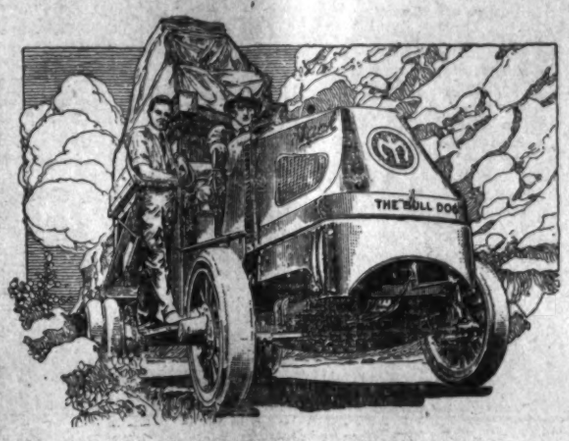
Insure Your Motor-Car

with the

Java Sea and Fire Insurance Company

3 Ezra Road, 1st floor. Tel. 70

LIBERAL CONDITIONS AND MODERATE RATES



Bull Dog Mack 5¼ ton Lorry which carried the priceless 100 inch reflecting mirror to the summit of Mount Wilson. The mirror reached its destination absolutely unscarred. The glass and the casing made a load of 7¼ tons. The lorry used was of a rated capacity of 5½ tons. A transportation feat unique in motor lorry history. Demonstrates conclusively the elasticity of the Mack Lorry.

Mack Motor Lorries can go any place where horses, elephants and camels can go. If only the road is wide enough they can even travel a mule trail.

Their cost per ton-mile is cheaper than any form of animal transportation. And they are more dependable than any animal or human labor.

Mack Lorries are built complete in the Mack factories—not made up of assembled parts.

Responsible and energetic dealers required in each District

INTERNATIONAL MOTOR COMPANY, New York, U. S. A.

5 STATE STREET 44 WHITEHALL STREET

Factories: Plainfield, N. J., Allentown, Pa.

Cable Address: Intertruck, Newyork All Standard Codes used

PALMER

(ORIGINATORS OF THE THREE-RIB TREAD)

CORD-TYRES

BECAUSE of their unique construction (a foundation of rubber insulated cords, instead of canvas) Palmers have greater "life" and resiliency, cannot chafe, keep cool, give greater mileage, and Save Ten Per Cent. of Petrol all the while they are on the road.

Makers also of Tyres for Cycles, Rickshas Motor Cycles and Aeroplanes.

THE PALMER TYRE LTD

119-123 Shaftesbury Avenue, W. 2

London, England

The Shanghai Horse Bazaar & Motor Co., Ltd.

SHANGHAI.

A Timely Suggestion

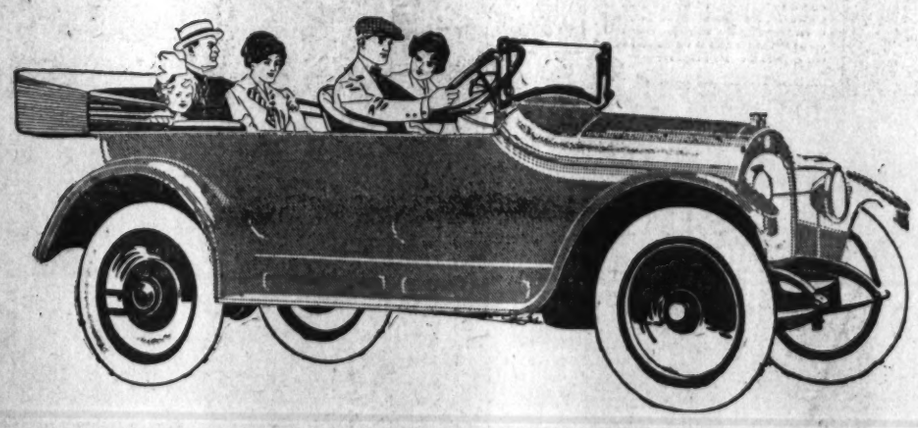
Buy an Overland for Christmas for Your Wife

TRADE MARK REG.

Model 90

APPEARANCE — PERFORMANCE — COMFORT

And Lasting Satisfaction



THE

CENTRAL GARAGE COMPANY

2a, Jinkee Road.

LARGER AND LIGHTER MOTOR CARS IN FUTURE

New Models To Be Easier Riding, Better Performers And More Economical

Unquestionably the most serious problem that has confronted engineers since the beginning of the automobile industry has been to so design a car as to make it economical. Upkeep has been a retarding influence even in the purchasing of cars, for the initial cost is hardly ever given so serious consideration as upkeep. There are three factors of automobile upkeep which interest the engineer and user alike. These are: Tires, gasoline and repairs. These three fundamental controls of the cost of keeping a car running are reduced almost in the same proportion as the car is scientifically reduced in weight. At the same time that this all important upkeep is reduced by light weight construction there comes of necessity a simplification of the chassis and easier handling.

The car of the future will be a better riding car, a lighter car, a better performer and, paradoxical as it may seem, a larger car than the present one.

The lightweight construction, which is inevitable in the future car, and which already is being used on a number of present models, may be obtained in numerous ways, all of which go to produce a vehicle which will show:

1. Lower operating cost. The average cost should not exceed rail travel.
2. Lower consumption of fuel. The average car should give thirty miles per gallon.
3. Less tire wear. The average tire should give at least 20,000 miles service.
4. Better performance.

All of these results may be accomplished for the benefit of the car owner, the manufacturer, the roads and the country as a whole, through the proper use of the correct materials, the proper proportion of the weight of the car, proper design so that lighter materials may be used. That this may be done to produce a superior vehicle has already been shown, since there are a few cars on the market which exhibit practically all the characteristics mentioned. In going over these cars and in studying the subject of lightweight vehicles, one will find that there is a greater use of alloy steels, aluminum and pressed steel to supplant the heavier materials such as carbon steel parts of larger section, cast iron, etc.

In other words, if an iron part weighing fifty pounds can be discarded for a pressed steel part weighing one third as much and doing the same or better work, there seems no logical reason why the latter should not be used. At the same time that a change of metal is considered the subject of cost comes up. In some cases an actual saving may be made by the substitution, but in others it means an increase in cost.

However, the point to be carried in mind is that the initial increase in cost usually is slight compared with the aggregate saving due to the accomplishments of the lightweight vehicle.

A short time ago it was suggested by one engineer that the body could be made of plywood and that the frame and axles could be made of wood. While the plywood idea is new and no doubt will be taken up, the use of wood for frames and axles is far from new. The point is that car manufacturers in the past have been adhering too closely to convention instead of carrying the light weight idea to some logical end. Especially have axles been neglected, and weight reduction here is a most important matter. At the present time there are some extremely good cars on the market—good in every respect except that they "eat" tires and gasoline. This is due to the carrying around of too much "dead" weight (weight which is useless).

Studebaker Used Car Policy Big Success

"The problem of the used car buyer is one of the utmost importance to the automobile industry, particularly now when the shortage of new cars is so great," said I. C. Jones, New York representative of the Studebaker Company.

"The majority of buyers of user cars never owned a car before. They know little or nothing of auto mechanics. If they follow the usual custom of buying the car "as is" after a cursory inspection and short demonstration, they almost invariably wake up in a few weeks to find that they have bought an expense account rather than a means of enjoyment.

"Realising this dependency of the buyer and also that reputation of both the dealer and the maker of the car depended so greatly on service the used car gave after in service, the Studebaker Company some time ago stopped selling used cars "as is." Every Studebaker car they take in exchange for a new Studebaker is sent to the service station where it is dismantled and rebuilt. It is then put on the salesroom floor with its history and sold with a definite guarantee."

Texas County Spends Million On Highways

Orange County, Texas, highway executives are daily expecting the arrival of engineers from the company with which contracts have been closed involving the immediate expenditure of $1,000,000 in the improvement of roads. The money has been provided by bond issue, and the first work to be done will be the improvement of the highway between Beaumont and Orange, to relieve the upper roads during the winter months when traffic between the two cities is heaviest.

Horse Is Curiosity As Autos Increase

In the olden days—that is fifteen years ago, in 1904—when motor cars were wheezy, uncertain contraptions, which scared horses "by hook," and were called juggernauts, and death cars, and red devils, and a thousand and one unkind names, only men who had wealth and a great deal of it were able to own automobiles.

In the small towns of the United States, on Saturday afternoons, the hitching posts in front of the general store were lined with horses and wagons of all kinds and descriptions. The cities were cluttered with smelly stables, and when the wind blew there was more than just dust thrown in your eyes.

Then contrast the conditions of today.

A horse on the streets of a city is becoming a curiosity. Children who were brought up to play horse now play automobile. In fact, there are but few infants today who can recognise a horse as anything but a curiosity.

Instead of long lines of horses hitched to the racks in front of the general store, there are long lines of motor cars parked on well-paved streets, in every town in the Nation.

Then scratch your head and remember that all these changes have been made in a few years.

Remember that when William Howard Taft, then President of the United States, visited San Francisco in 1909, he rode in an open carriage, pulled by two shining black horses.

Then, in 1919, when Woodrow Wilson visited San Francisco, he rode in an automobile.

This shows what a decade has done in transportation history of the country.

Columbia Dry Batteries

Strength and Reliability

are of paramount importance in batteries. Both of these features are to be found in the Columbia. For all round service they are particularly unequalled.

If you need dependable current to run your motor car give the Columbia a trial. You will never regret it, and we are sure you will become A Columbia enthusiast. They are suitable for either heavy or light work.

If you are looking for current to ring bells; operate telephones and signals; light lanterns; ignite tractor or motor boats, use Columbia batteries.

Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service.

The Faberstock Spring Clip Binding Post, shown in the illustration, is a Columbia feature that sells batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire—and the connection is made.

DEALERS—Immediate deliveries can be made. Write for catalogues and details from

Andersen, Meyer & Co., Ltd.
4 Yuen Ming Yuen Road
Shanghai

ROAD RESISTANCE

The road surfaces available have a great deal to do with the efficiency of motor truck transportation. Road resistance is one of the prime factors to be considered in estimating the operating efficiency of the motor vehicle. Dust offers considerable resistance, mud is worse, sand still worse and loose gravel is worst of all. The prospective buyer must take these into consideration in estimating operating costs and in laying out schedules.

NEW LICENSE PLATES

New York Colors Next Year Will Be Green, with Black Numerals

Registration plates for New York automobiles next year will be of a peagreen color with black numerals. Secretary of State Hugo has given an order for approximately 600,000 sets of plates. He requests motorists to make early application, beginning in December, although the new year will not begin until February 1, 1920. Early applications will assist in relieving the congestion which comes every season to the offices at the end of January and the fore part of February, when thousands stand in line for hours waiting for their plates.

The New York office is now being enlarged, a portion of another floor having been taken over in the building at the corner of Broadway and Sixty-fifth Street, for the addressograph machines, which are being used to cut down the work of handling the half million and more of motorists, operators, and chauffeurs, as well as motorcyclists, dealers, and others identified with the motor vehicle industry.

Mr. Hugo recognises that the new motor vehicle act increasing the registration fees will serve to complicate the figuring of the fee, for the age of the car, as well as the original list price of the vehicle, must be figured along with the horsepower of the engine.

CHAINS ON HILLS

It is a noticeable fact that many truck drivers think that tire chains are a help on hills. This is not true unless the road is wet. For a dry surface there is nothing holds better than rubber.

RIDE A RIGID, RAPID, RELIABLE

RALEIGH

THE ALL-STEEL BICYCLE

with chain-wheels and chains carried to the last pitch of accuracy so that the finest running may be ensured. The "silky" run of a Raleigh is world famous.

GUARANTEED FOR EVER ALL THE WORLD OVER

Wm. Forbes & Co.

TIENTSIN

"Lucky man!

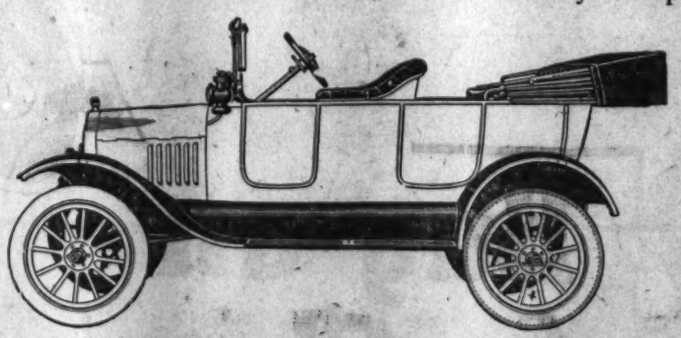
I hear you've bought a car. Wish I could afford to spend a couple of thousand taels on one."

"Two thousand taels! Nonsense! Mine's a

FORD

TOURING CAR

and although it's as smart and comfortable as any man or woman could wish, the 1919 Model only cost me seven hundred taels, as the price has been reduced owing to favorable exchange. There's no knowing, though, for how long they will be able to sell them at this ridiculously low price.



700 TAELS

"Also, as I'm a man of moderate means, the fact that the FORD is, besides, most economical in operation and upkeep, was a big factor in making me decide to buy one.

"Ask the HUDFORD GARAGE people at 89-91 Rue Montauban to take you for a ride in one and demonstrate its many advantages. You can get all your repairs taken care of there, and they keep a supply of genuine FORD spare parts. You also get a guarantee for one year against defective materials and parts. A cinch, isn't it?".

DODGE & SEYMOUR (China), LTD.

89-91, RUE MONTAUBAN

Tel. Central 322

Ford

Ford

Miller

GEARED to the ROAD

TIRES

Safety By The Inch
Economy By The Mile

YOU skid by *inches* and not by miles. It is imperative that you have tires that grip the road inch by inch; tires that are sure-footed over wet streets, through slush and mud. This inch-by-inch safety is possible only when your car is geared-to-the-road with

MILLER TIRES

You need Miller Multi-power tires on your car, because they are built to withstand the strenuous task imposed upon them by the weight, power and speed of the car and the wear and tear of rough and uneven roads.

Miller tires are brim full of mile muscle. They give you the utmost in mileage—the greatest possible skid protection and the real economy that comes from quality built in by men, methods and materials.

The Miller Rubber Co., Akron

DODGE & SEYMOUR (China), LTD.

SOLE AGENTS

89-91, Rue Montauban Phone, Central 322

The Dalmatian Under The Car

By James J. Montague

A Dalmatian dog is a dog that always looks as if he had been playing under a fountain in Pittsburgh. That is why they keep them around fire engine houses. A white or mauve dog after attending a fire would return badly spotted. The Dalmatian is spotted anyway, so all that time that would be required to wash a white or mauve dog is saved, giving the firemen more leisure to polish the engine and sell tickets to the next firemen's ball.

I never knew just what a dog's duties were at a fire, but they must be important. I never saw a fire engine dash down the street without a dog, usually a Dalmatian, in galloping attendance.

My Dalmatian came into the family because of the march of progress. For three months he tried pathetically to keep up with the new motor fire engine, as he had kept up with the horses. But he arrived later at fires, and often in the event of a trivial blaze the returning engine would meet him, tongue extended and dripping foam, on his way to answer the alarm.

There is no surer way to bring about a physical breakdown than to attempt stubbornly to do something that is beyond your capacity. Jaded and worn, his vitality reduced to a minimum and his morale completely broken, the creature would stand at the door of the fire house as the engine rushed forth and lift his voice in a low moan of despair.

It was too much for the kindly firemen. He was breaking their hearts, so they tied a can to him and sent him away.

One of the children found him, worried and panting, by the roadside, detached the can and brought him in. Rest and nursing soon did wonders for him. In three weeks he was able to keep up with our little flivver, which, considering the fact that his heart and wind were still bad, was something of an accomplishment. After that he went everywhere with us, always trotting directly under the differential. As time wore on the dripping grease added a few spots to his mural adornment, but unless you knew him you never would have noticed it.

We soon discovered that, unlike the country from which his ancestors came, he was too proud to fight. This discovery was also made by a large, mean disposition-ed mongrel who lived six blocks up the street.

The mongrel learned to distinguish the rattle of our car from that of all the other cars in town. When he heard it he would leap lightly over the fence, stand at alert on the curb, and as we passed dart behind our rear wheels. Then there would be a couple of snarls and a shrill yelp of terror, whereupon we would stop, alight and with a stilson wrench and a pair of pliers drive the bully back to his kennel. We never did this, however, before serious damage had been inflicted on our Dalmatian.

After this had happened six or seven times we began to weary of it. Of course we could have gone by another street or have tied up our dog, but this would have been a confession of defeat. To be forced to surrender to a mere mongrel was unthinkable. Something had to be done.

It was clear to us that this something would never be done by our Dalmatian. His pride still prevented him from taking any part in the battle save that of a bad and complaining loser. He would never even go so far as to retreat to a safer position when the attack was made. He just waited till he was bitten and then howled for assistance.

Several councils of war were held in vain. Then one day we had an inspiration. A friend in another town owned a brisk and ambitious bull terrier, whose weight and general appearance was much the same as that of the Dalmatian. Next morning we borrowed him.

Camouflaging him to represent a Dalmatian was a little difficult, owing to his pronounced objections, but with a marking brush and pot it was finally managed. We spent another week training him to follow the flivver, employing several beefsteaks in the job.

Then we were ready. Down the street we went, the false Dalmatian trotting easily behind. Over the fence bounded the belligerent mongrel, growling his eagerness to resume a long interrupted pastime.

We stepped on the gas. The car flew forward. The masked marvel, paying no attention to the approaching enemy, accelerated his pace to keep up.

There was a rush and an impact.

Five minutes later we gathered up the limp form of the mongrel and laid it gently on its own side of the fence. It was still breathing, and, we learned afterward, made a recovery that was remarkable in view of the fact that there were few uneroded patches on its surface when the battle was over. Bull terriers are thorough. You have to admit that, no matter what you think about them.

Today the flivver plies freely back and forth along the same street. The Dalmatian, in his proper person and not represented by any other member of the canine family, occupies his old place directly underneath the differential.

As we pass the mongrel looks languidly up from his post before his kennel, as one who would say:

"Well, well! How glad I am that I have outgrown the foolish belligerence of youth."

SOLID TIRES AND SPRINGS

In trucks having solid tire equipment, great care should be bestowed upon the springing system. Especially is this so when the tires begin to wear down, when the spring leaves should have frequent and copious lubrication.

Eggs For Breakfast Shipped By Truck

Fresh eggs for breakfast are more assured to Manhattan cliff dwellers since the Long Island Rural Motor Express Company started serving more than 135 Long Island towns. J. Kent Worden, the president, said that the truck express companies had only scratched the surface of the field. His company is now operating a fleet of ten Bethlehem motor trucks. His advice to other companies breaking into the field is to look carefully into operating costs before deciding on their hauling units.

KING "8"

KING owners do not worry

They know their car represents the skilled product of many years experience in manufacture for world wide trade. Reliable operation in 55 countries, under every climate and road condition, has long ago proved the all-around usefulness of this powerful eight cylinder car.

Possessing body lines of distinctive stylishness, luxurious upholstering, and beautiful finish, the KING affords just pride to owners in many lands

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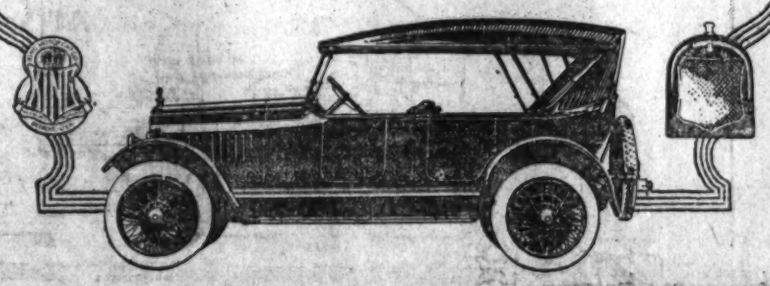

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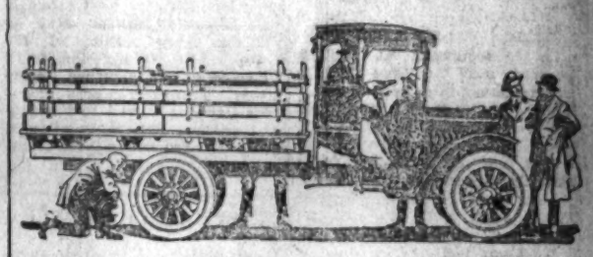

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PRESIDENT WILSON PREFERS CADILLAC

'Ca-Dee-Yak' Was Popular With Army Officers In France, Too

Riding in a Cadillac was no new experience for President Wilson. During his stay in France he had become familiar with the soft purr of the Cadillac engine and had heard much of the wonderful work of those cars in the service of the United States Army. In the hold of the George Washington, which took the President and the peace delegates to the conference, were twelve Cadillac limousines. These cars were unloaded as soon as the President had left the ship, were filled with fuel on the docks at Brest and were in Paris before the Presidential party had arrived. In France the President and Mrs. Wilson did much of their riding in Cadillac limousines. Naturally he felt at home to be riding in a Cadillac in San Francisco.

Stories of the great work of the Cadillacs as the standard car for the United States Army continue to reach the Cadillac factory and Don Lee.

The experience of Major W. P. Wattles, 52nd Battalion, telegraph corps, Third Army, and his Cadillac car, No. 13341, seems to prove that it takes something more destructive than a German high explosive shell to put a Cadillac out of commission.

POSITION UNDER FIRE

In the operations at Arcis le Ponsard, near the Vesle river, it was necessary to drive this car to a point within three kilometers of the frontline trenches. The position was under heavy fire from the enemy, and while Major Wattles and his driver were absent from the car it fell victim to a high explosive shell.

The body and hood were literally riddled with holes, no less than 115 being counted.

Slight damage was done to the steering gear and to one water jacket, but the car was in operation within ten minutes after the shell hit. The need for the car was so great that it could not immediately be sent back to the repair shop and it continued to serve in its battered state until it could be relieved.

There arrived in San Francisco last week one of the best collections of war pictures seen in the West. These came from Captain Lyle H. Gilmore, who wrote Don Lee as follows:

"The Cadillac, or as I learned to say, Ca-dee-yak, across the water, is a real automobile. There may be a better one tomorrow, but it will be another one of the Cadillac models.

TAKES NEW STATION

"On being transferred to the second section of the general staff last December I took station at Neufchateau. At this station we had many of your cars, at that time all limos. These cars had been driven thousands of miles without repair.

"During December, January and February I covered over a thousand miles a week on roads that would have shaken the "liver" out of most people. Shell torn, together with mud, also the fact that one must cover the ground made the life of a car a hardship. However, these cars stood up and never faltered. The longest single day's drive was from Spincourt to Paris, via Nevers. This is approximately 400 miles and the routes were covered over with frozen snow. We did not use chains, as the shoes were new and the driver a full-fledged one. The amount of time consumed was about fifteen hours. Two stops were made to fill the gas tank.

"In March I had an open 57. The last car as well as all former ones was always ready to go. Many are the trips I have had between Neufchateau and Paris and one could set his watch just five and one-half hours ahead upon leaving Neufchateau or Paris and arrive at the other end on schedule. This distance is 186 miles. Other trips were made nearly every day, and the only time I remained in the office was that my driver might have a rest. The car functioned every time the self-starter was called upon."

Motor Corps Gathers Road Information

The Ohio State Highway Department has undertaken a new activity which will be welcomed by American motorists. It is the establishment of a road information bureau to furnish data on roads in every section of the State. The information to be collected will be furnished to the Motor Transport Corps of the War Department and to the general public. This information is to be sent out in the form of circulars.

TSAR'S MOTOR CAR SOLD

Landaulette Made For Late Ruler Brought $15,000 At London Auction

Eight Rolls-Royce motor cars, sold recently in London, by the Disposal Board, brought £20,075, the lowest price paid being £2,100, and the highest, for a landaulette built for the late Tsar, £3,025.

Ford landaulettes were sold at prices ranging from £262 10s. to £315. Slightly higher prices were realised for Studebaker open four-seaters, one of which was sold for £372 15s.

REAR AXLE LEAKS

Truck drivers often report that oil is leaking into the brake bands, a condition caused simply by an excessive amount of oil in the differential housing. The excess oil is forced through the axle tubes and eventually gets to the brake bands. Some truck axles have a small drain fitted near the outer end of the tube, while in others the interiors of the shaft housings are fitted with tubes, which catch the oil before it gets to the brakes. In any event keeping the oil level in the housing correct will prevent most of the leakage.

Inventor Of Auto Has First Air Ride

Elwood Haynes Takes Initial Trip In Army Aeroplane

Elwood Haynes, inventor, designer and builder of America's first car, and president of the Haynes Automobile Company, Kokomo, Indiana, recently experienced a new thrill and had an opportunity to study at close range the possibilities of aerial transportation when he made his first flight in an aeroplane.

The eminent inventor took his initial air ride in a United States army plane at the invitation of officers of the army air service. The flight was made from the Haynes Aviation Field, the new grounds furnished by the Haynes company for the use of army and navy fliers.

The scene was an inspiring one as Lieutenant Henry Boonstra, the government pilot, gave the starting signal to his mechanics. Officials of the Haynes company, soldiers of the army air service and hundreds of men, women and children—friends of Mr. Haynes—who had gathered to witness the flight, sent up a mighty cheer that could be heard above the roar of the propeller as the plane taxied across the field and swept skyward.

For nearly half an hour the huge machine swooped and maneuvered thousands of feet in the air, now diving, now climbing, now racing swiftly across the skyline. One instant it was a dark form against the sun, the next it was lost in a fleecy cloud bank. And when Lieutenant Boonstra landed on the aviation field again, the watching and anxious crowd sent up another cheer—this time for the doughty pilot and also for the safe return of Kokomo's most beloved citizen.

The details of the trip were arranged by the advertising division of The Haynes Automobile Company with Major Ryan, commanding officer of the army air forces in Indianapolis, Lieutenant Boonstra received official orders from Major Ryan to take Mr. Haynes on a flight and another wire was sent to Mr. Haynes notifying him that special permission had been granted him to make the ascent.

Kokomo's citizens appeared at the Haynes aviation grounds bright and early in the morning on foot and in automobiles to witness the event and by 10 o'clock the field was lined with an expectant crowd.

In the meantime Lieutenant Boonstra and his men, accompanied by J. A. Benell, assistant to the general manager of the Haynes company, were overhauling their big Curtiss plane with exceptional care. Every wire and stay was tested and the eight-cylinder Hispana Suissa motor was tried out. The huge bird was in perfect condition and with Mr. Benell as a passenger Lieutenant Boonstra took the air for his trip to the Haynes field.

Mr. Haynes and his family, A. G. Seiberling, and other officials of the Haynes company were already on the field waiting for the army plane to land. Photographers were standing by with their cameras.

Suddenly a shout went up. "There he comes!" was the cry, and every eye was turned toward the skyline. Sure enough, a black speck was visible above the trees and in a few moments the army plane landed in the middle of the field with a gentle thud. Mr. Benell with a broad grin stepped out and Mr. Haynes donned a huge leather coat, a thick helmet and goggles, preparatory to making the flight.

The curious crowds, anxious to see the details, were restrained with difficulty by the soldiers. Cameras clicked from all angles as Mr. Haynes took his place in the observer's seat just forward of the pilot. A buzz of expectancy filled the air.

Now a soldier manipulated the propeller. He spun it once—twice and with a crackle and a sputter the engine started and a rush of wind from the propeller blades swept backward from the machine. The restraining hands of the soldiers held the plane in position.

NO MEDIUM PRICED PIERCE

President Jay Denies Rumors Of New Control

There have been many rumors of late that the control of the Pierce-Arrow Motor Car Company has been acquired by the General Motors, and that the new interests intended to produce a small, medium priced car in quantity production.

John C. Jay, Jr., president of the Pierce Company, has issued the following statement:

"The directors and officers of the Pierce-Arrow Motor Car Company have no knowledge of any change in the control of the company, nor of the purchase on the open market of the controlling interest in the Pierce company's stock by any other automobile company.

"There are absolutely no plans in contemplation involving the production of a small, medium priced car. The Pierce company will continue to build a line of product of the highest quality, and of the same type on which its reputation and success have been established."

ENTHUSES OVER NEW GRANT

Mulford Drove One From Factory In Cleveland

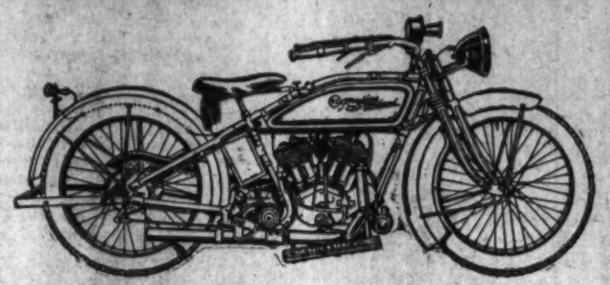
Speaking of the new Grant Six models which have just arrived at the New York show rooms of the L. W. Mulford Company, Inc., at Sixty-first Street and Broadway, Mr. Mulford, who himself drove one of the new models direct from the factory to New York, points out particularly that the car is now from every angle.

"There is no comparison whatever," says Mr. Mulford, "between last year's and the new model, the new Grant being in every way greatly superior, and this speaks for every part down to the smallest item.

"The motor is larger, much more powerful, developing fifty horse-power and unusually flexible. The wheel base has increased to 116 inches, allowing for greater body space, leg room and added comfort for both the driver and occupants. The axles have been changed to the heavy type Columbia, both front and rear. The clutch now used is of the Borg & Beck dry disc type. The springs are double acting and larger, of the semi-elliptic type. The radiator has also been enlarged, of straight instead of V shaped lines. Only four grease cups are used in the entire car. Also the tires are changed to oversize, and genuine leather used as upholstery.

"As for the lines of the new Grant I believe it is no exaggeration to say they are as fine as anything on Broadway, and the car withal sensationally low priced. As for economy, my trip from Cleveland is an apt demonstration. Up hill and down hill, without any attempt to save fuel, I averaged seventeen and one-half miles to the gallon, and this, mind you, with a brand new car, when the motor and all parts are naturally a bit stiff. Another thing, I do not believe a more easily riding, more comfortable car than the new Grant Six can be found."

READING STANDARD



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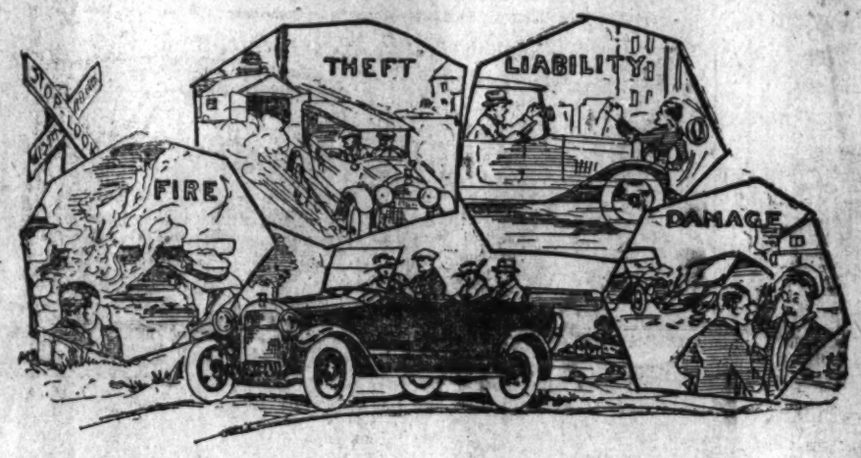

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The China Press

SPORT SECTION

SHANGHAI, SUNDAY, NOVEMBER 30, 1919

FOOTBALL CLUB DEFEATS RECS

S.F.C. Takes Lone Game In First Division By Score Of 2-0 On Wet Field

ST. XAVIER'S WIN AGAIN

Easily Beat Rangers: Recs In; Navy Losers; St. John's And Customs Tie

YESTERDAY'S RESULTS

FIRST DIVISION

Football Club 2 — Recs 0

SECOND DIVISION

Recs Club 3 — Football Club 1
St. Xavier's 4 — Rangers 0
Jewish R.C. 3 — Navy 2

EXHIBITION

Bapt. C'lege 6 — Railway R.C. 5
St. John's 0 — Customs 0

A damp and unpleasant day greeted the first encounter of the Recs and the S. F. S. yesterday afternoon. Taking the soft ground into account, and also the slippery ball, the struggle can be described as good and the big crowd that lined the ropes and swarmed the pavilion have nothing to growl about.

The Recs were served chiefly by youngsters who have only lately left school. A brilliant exception to this was the evergreen Dickie Brandt. He was there as nippy and fast as the best of them. The S.F.C. relied upon a team that has done yeoman service for them for years past. So it was a case of youth against experience. The Recs were beaten by two goals to nil.

During the first half the play seemed to be mostly in favor of the Recs, and yet the Club scored. Some ten minutes after referee Gabbutt called the teams to order Forshaw took a pass from Johnny Robertson and at a distance of about 20 yards shot hard and true and scored, putting the Club ahead. Then the Recs pressed, but with little effect. Their shooting was wild and when the ball did get near the goal McLean was always ready to put it back somewhere in the center of the field.

As the minutes passed the ball became more difficult to control, until at last it was as bad as the illusive Pimpernel to catch. But a moment did come when Robertson took the slippery morsel and taking a bang at the uprights beat the goalie to a frazzle.

FAST FIRST HALF

Quite a number of spectators on the line thought they knew a great deal more than the referee and claimed off-sides and fouls galore but Gabbutt pointed to the center of the field and the Club were two to the good. When the whistle came for half time, the Recs had to suck their lemons thinking all the time just how they would get back the couple of goals they had given away.

Part two was not nearly as interesting as the opening spasm. The Club did nearly all the pressing but were unable to score, and the Recs every now and again broke away only to find that Isherwood and Tonkin were eager and ready to return the compliment. McLean, the goalie, was not tested often, but whenever the ball did come his way he knew what to do with it.

The concluding few minutes of the game were made exciting by the determined attacks of the Club upon the Recs citadel, but, despite the great shots put in by Campbell, Forshaw, and Robertson, Remedios was impregnable. At one time he had the whole side on top of him but he saved and three times in succession within a few minutes he saved his goal from what appeared certain disaster. It was a very fine bit of work on the part of Remedios.

For the Recs, Charlie Smith, Johannsen, Eddie Cooke, Sofoulis and Norris were always prominent. The Club were finely served by all their eleven, but it was Forshaw who proved himself to be a real mudlarker. He was the best man on the field and he was the only one whose kicking was at all sure. The slippery ball came easy to him from all angles. Tonkin and Isherwood at back were always save. Campbell was the pick of the halves.

PRESENTATION TO TONKIN

A pleasing little ceremony took place after the game when Tonkin, the Club's back, who is leaving next Thursday for Hongkong, was presented with a traveling bag and a pocketbook as appreciations of his services for the Club. Mr. Willie Clifford made the presentation in a neat little speech. He spoke of the fine leadership of Mr. Tonkin and

(Continued on Page 2)

SPORT AND STAGE

BY DOMINO

RHYMES OF THE TIMES

Americans this week have had
A wonderful Thanksgiving;
With cranberries to make them glad
And fewer turkeys living;
They dished them up with Cunning-ham,
And mince pies rich and handsome.
If they were ill
A coated pill
They got from Doctor Ransom.

* * *

The Bolshevik is going strong,
(His power's but a bubble)
He daily shows the world he's wrong
By causing tears and trouble;
With crowds of Russian refugees
Today without a nation;
Right thinking men
Like Sun Yat-sen
Refuse their invitation.

* * *

D'Annunzio who once did deign
Write verses for employment,
But then he bought an aeroplane
And flew for sheer enjoyment;
Then having got Fiume quite sure
He longed to have Dalmatia;
If he should fly
To old Shanghai
He'll grab the whole of Asia!

* * *

THE A. D. C.

The Amateur Dramatic Club is now very busy upon a production for Christmas week. It intends that everything about it shall be merry and bright. Instead of the usual comedy, or set piece, a real old fashioned vaudeville will be staged.

At present a detailed description of the program cannot be given, but some of our best known amateurs will appear in new and up-to-date turns, and there are several newcomers to the port who will bring any amount of novelties.

Some of those who will appear have been absent all too long from our midst. They have been making the Germans see stars, but not vaudeville stars. Now they are back again, and once more will help us to digest our Christmas fare by giving us cheery entertainment. The whole production is in the hands of a returned warrior, who would rather meet another Hun than see his name in the paper. All I can say by way of satisfying your curiosity is that the same artist was responsible just before the war for one of the brightest musical comedies that the amateurs have produced. You can look forward to December 28 with pleasurable anticipation.

* * *

GILBERT AND SULLIVAN

Arrangements are going on apace among the local amateurs to produce Gilbert and Sullivan's opera "The Pirates of Penzeance," and it is hoped that the tuneful melodies will be heard somewhere about the end of February. Already the Honorary Secretary has received a bunch of replies from people willing to take part in the show. Quite a lot of new talent has been unearthed, and there must be still more, so if there are any among my readers who can sing, send along your names at once.

Just at this time Gilbert and Sullivan are coming into their own again in England. Last month "The Gondoliers" was produced at the Prince's Theater, London, and it proved an instantaneous success. The same theater is still staging operas by the famous duo, and so big is the demand that there is every likelihood of a record run.

Among "The Gondoliers" at the Prince's on the first night was the veteran Henry Lytton. He is the very last of the famous old Savoyards. It is a little over thirty years ago that this accomplished actor appeared at the Savoy in the part of "Robin Oakapple" in "Ruddigore," and here he is again as fresh as ever, according to press reports, delighting audiences as the "Duke of Plazo-Toro."

There is something, it seems, so stimulating and refreshing in these operas that they keep their artists young. Here, for example, is an actor who, as he recalled, was playing in London when there were no revues, when music halls were music halls and gave a good old variety entertainment, when there were no picture palaces, when Irving, Wilson, Barrett, Dan Leno, Fred Leslie and Nellie Farren were amongst the famous names before the public, and when George Edwardes was manager for D'Oyly Carte and had not brought out his own productions.

One of the memories that one has of Henry Lytton, besides that of a great actor, is his power of telling a good story. He always had a fund of them and here are a few old and new.

* * *

STORIES

I was at a rehearsal, when one of the members of the company sat down on a piece of scenery, which collapsed, and Gilbert reproved him by saying, "I wanted you to sit down in a *pensive* mood, not in an *expensive* manner."

When the "Sorcerer" was being played in Ireland, the trap door through which John Wellington Wells disappears in the midst of red fire stuck when he was half way down, and he could descend no farther. It did not take long for an Irish wag in the audience to shout, "Hell's full."

Lytton was in Ireland during the rebellion, and he found Irish wit as strong as ever. We had, he said, to get passes to cross the bridges, and whilst I was standing in a queue at the Castle, an officer passed and said, "Take your hands out of your pockets," for men had been shooting through their pockets. I asked my shabby looking jarvey, who had kept his hands in his pockets all the time, why the officer had not spoken to him. "Shure," he replied, "He could see I was a gintleman."

* * *

POOR HOUSES

Edgar Warwick's "Vanity Fair Company" has now finished a run at the Lyceum Theater. I think that everyone who saw the show will confess that it was delightful and an artistic success, but Edgar Warwick, I fancy, will tell you that it certainly was not a financial success. He is rather at a loss to account for the poor houses, and curiously enough those who have witnessed the efforts of the clever little band of players are also puzzled at the public's lack of response. What is the matter?

Frawley played for a couple of weeks, perhaps more, to good houses, then business was not nearly as brisk, and in the fifth week it was altogether discouraging. People said he had stayed too long, and that Shanghai is not big enough to support a company for more than a few weeks. Then came the Russian Opera Company. The first week saw big houses, and at five dollars a seat, then things went from bad to worse. The excuse here was the increased prices and the early hours of the show. In time both these troubles (?) were met, but even then the booking office showed a cold appearance, and I fear the Russian Opera Company did not take away many dollars.

ANN WENT BIG

The amateurs put on "Ann" and for a while it looked as if two houses would be the absolute limit. As a matter of fact the little show played to three bumper houses, and for this relief much thanks. Lastly came Edgar Warwick with a thoroughly good show, and fine artists, and hardly one good house has rewarded their efforts. So there must be trouble for the players somewhere.

Shanghai is not what it was in the old days. There are more people here, but there are many more amusements. The picture palaces all have their regular devotees; people living a long way out need an extra spur to stir them from a bright fireside and a good book; bridge parties account for others; but I honestly think that the delights of dancing under their present comfortable conditions, prove a far greater attraction to people after a hard day's work than the quieter entertainment of the theater. For a dollar you can spend a long evening with your friends, and not only enjoy really dance-inspiring music, but also hold sweet converse together.

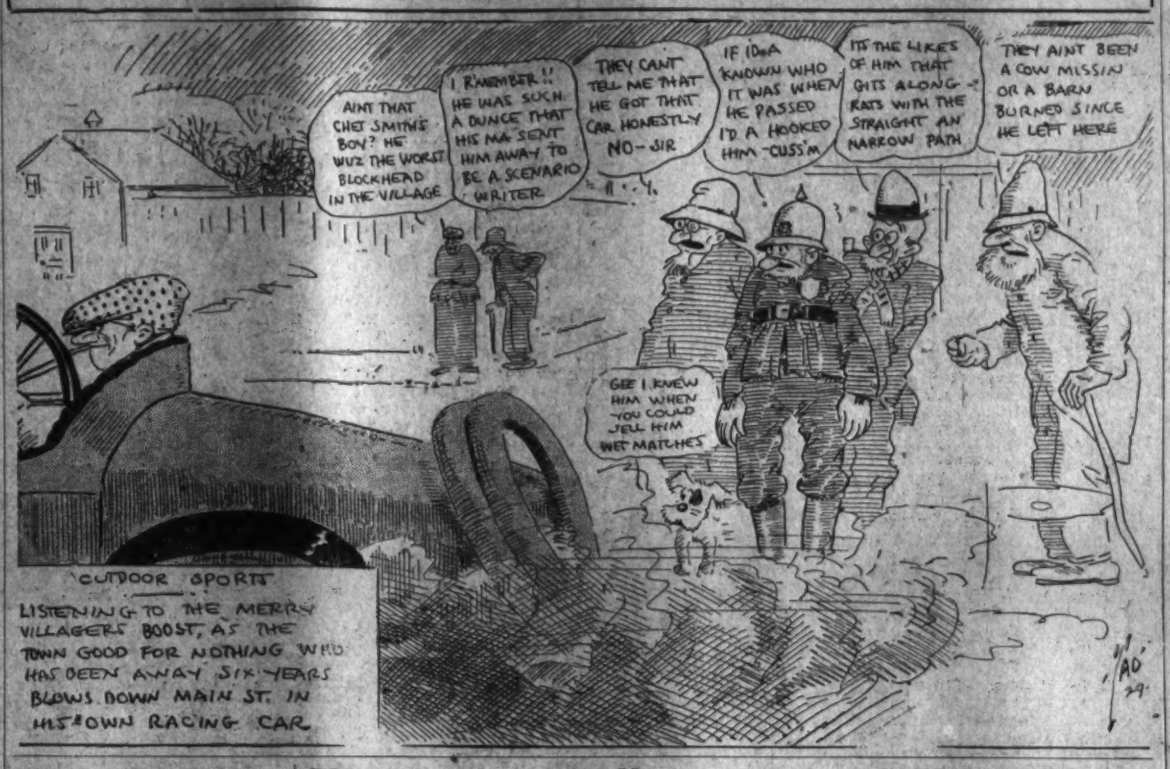
Well, that is all very nice, but it may scare professional companies away, and I know that it presents very real difficulties to the amateurs who wish to put on big shows. Long weeks of rehearsal and hard work are not nearly as pleasant to anticipate as a couple of hours one-stepping. I am glad to know, however, that the number of people who have promised to assist in the A.D.C. production of "The Pirates of Penzance" already assure the club reasonable hopes of another successful entertainment.

* * *

SMILES AND STYLES

There is a well known song which tells you the different kinds of smiles there are, but I doubt very much if there are anything like as many kinds of *smiles* as there are *styles* in dancing. To go to one of our tea dances now-a-days is to be provided with an entertainment which puts the movies quite out of business. The dancers evidently enjoy themselves judging from the different and wonderful expressions on their faces, but the spectators are every bit as much amused. You see the prim couple waltzing around, and standing as far apart as their arms will allow them. You see the couple doing the fox-trot to a kind of hop, skip and a jump movement. You see the tall male, bending solicitiously over a female midget, inhaling the fragant perfume of her hair, while she looks into his waistcoat pocket. You see the really knowing couple bunny-hugging with a kind of strangle hold that would put the Black Mask on the mat, and last of all you can now see couples stepping around with rouged cheek pressed hard against shaven one, or if it is the long and the short of it, you can witness his stubby chin resting af... her auburn lo... flower has at la... own. He really ... self watching ... dancers. He h... seek to pass a ... some stuffy brid... this let us be th...

OUTDOOR SPORTS By Tad


AINT THAT CHET SMITH'S BOY? HE WUZ THE WORST BLOCKHEAD IN THE VILLAGE
I REMEMBER!! HE WAS SUCH A DUNCE THAT HIS MA SENT HIM AWAY TO BE A SCENARIO WRITER
THEY CANT TELL ME THAT HE GOT THAT CAR HONESTLY NO-SIR
IF I DIDA KNOWN WHO IT WAS WHEN HE PASSED I'D A HOOKED HIM -CUSS'M
ITS THE LIKES OF HIM THAT GITS ALONG RATS WITH THE STRAIGHT AN' NARROW PATH
THEY AINT BEEN A COW MISSIN OR A BARN BURNED SINCE HE LEFT HERE
GEE I KNEW HIM WHEN YOU COULD TELL HIM WET MATCHES
'OUTDOOR SPORTS'
LISTENING TO THE MERRY VILLAGERS BOOST, AS THE TOWN GOOD FOR NOTHING WHO HAS BEEN AWAY SIX YEARS BLOWS DOWN MAIN ST. IN HIS OWN RACING CAR

MAT CHAMPIONS WILL MEET HERE

Berne And Frenchman To Try For Fall In Wrestling Bout On Tuesday

There will be something of a "grudge" feature connected with the wrestling bout at the Victoria Theater Tuesday night between William Berne and Constance Bressaeur, who has heretofore been styled the "Masked Unknown." The men wrestled for an hour and three quarters recently without a fall and they took the contest most seriously.

As the wrestling fans who filled the theater also regarded the match from a serious standpoint —and it was without question a genuine struggle for supremacy —the fact that the theater will be filled to capacity next Tuesday evening is a foregone conclusion.

Kiangwan Challenge Cup Taken By Triumph With The Oriole A Close Second

Exciting Finishes And Big Dividends Make Up For Muddy Track And Big Crowd Turns Out To Watch Races In Rain

Triumph, Mr. J. Liou up, upset Dr. Dopester yesterday by carrying away the Kiangwan Challenge Cup of the 59th meeting of the International Recreation Club in a pool of mud. The Oriole and Shenkoland, ridden by Billy Hill and C. R. Burkill and almost equally favored for the race, finished in the order named. There was a length between the winner and Oriole and another between the second and third ponies.

The other classic event of the day, the Kiangwan St. Leger, was taken by another dark horse, the Maresfield, with Mr. A. J. P. Heard as jockey. Maresfield won the race in the stretch, after Roseway had led practically all the way, and was robbed even of a place by Hallow E'en and Guiding Star, which finished second and third. Mr. J. K. Brand Rode Hallow E'en and Mr. Burkill was on the third pony.

BIG DIVIDENDS

Exciting finishes and big dividends featured the entire meeting. In spite of the disagreeable weather, a large crowd turned out to witness the big events. Half of the races were run in the rain.

Triumph paid $39.60 for win and Maresfield, $22.40. The biggest dividend of the day was paid, however, when Newcastle snatched the honor from Little Dipper in the Members' Plate by beating the hot favorite by half a length at the winning post. Its 56 backers received $90.50 each. Five hundred and ninety-two bet on Little Dipper. Mr. H. F. Hu rode the winner and Mr. Burkill was on Little Dipper. The Greenfinch, Mr. Sidney Soo up, finished a length behind Little Dipper.

The Hermitage Handicap, the last race on the program, attracted 15 starters. None of the favorites placed. Ralph de Palma, Mr. Frank R. Vida riding, won the event comfortably, being one and half lengths ahead of Haruna, Tomono up, and two lengths ahead of Wellington, ridden by Mr. T. L. Hu. The winner netted its backers $57.60 for win and $17.90 for place. The second and third ponies paid $32.80 and $49.90 respectively.

Two ponies ran wild in the November Selling Plate. After Rubbish had run once round the course before the official start, Formosa Chief decided to hold a race all by himself. He completed the one mile course, past the group of ponies waiting for his return, and ran his second lap. The official decided not to wait any longer and the race was started without him. The Hornbill, Mr. J. Liou up, took the ... and Unionist and ... cond and third. ... le Unionist and ... ner was jockey ...

LECHASE

... e five starters ... Stand Steeple-chase, Mr. C. C. Boyd, on Ye Illusionist, was thrown off, but fortunately received no injuries. The horse ran all over the rails, refused to be interfered with but found its way to the stable after remaining restive for a few minutes.

Mr. M. O. Springfield, on Springe, repeated his performance by beating Battle Axe, Mr. S. B. M. Bremner up. Mr. J. A. Hayes finished third on Revenge.

The summary of the day's events follows:

1.—**The C. G. R. Race.**—Value $300. 2nd pony, $100. 3rd pony, $50. For China ponies. Weight for inches as per scale. To be ridden by Chinese gentlemen riders, who have not won more than 3 races. Jockeys who have won 3 races, 5 lbs. extra. Non-winning jockeys who have started or not, allowed 7 lbs. Maidens, allowed 5 lbs.—One mile and a quarter.

	lbs.
Mr. Sutterle's ches Castlesand, (Mr. Sih)	148—1
Mr. San Sing's bay The Greenfinch, (Mr. Yu)	158—2
Mr. San Sing's bay The Pioneer, (Mr. Soo)	160—3

Also ran: Battersea, (Mr. Soong); Rubbish, (Mr. Ip) and Wellington, (Mr. Yih).

Won by short head; half length. Time—2.42 1-5 m.

For win, $48.70; for place, first, $8.80; second $5.70 and third, $9.10.

Members' sweep—1st, 63; 2nd, 125; 3rd, 94; unplaced—14, 378 and 130.

2.—**The Grand Stand Steeplechase.**—Value $300. 2nd pony, $100. 3rd pony, $50. For China ponies. Weight for inches as per scale. Winners of the Shanghai Grand National and/or the Paper Hunt Challenge Cup or the I. R. C. Steeplechase Cup since January 1, 1919, 5 lbs. extra. Ponies that have started in and never won a steeplechase, allowed 5 lbs. Five starters or "no race." If "no race," "The Castle Plate" will be substituted.—(Jockey allowance).—Two miles.

	lbs.
Mr. C. C. Boyd's Cream Springie, (Mr. M. O. Springfield)	166—1
Mr. Bonar's grey Battle Axe, (Mr. S. B. M. Bremner)	152—2
Mr. E. B. Rose's grey Revenge, (Mr. J. A. Hayes)	147—3

Also ran: Black Fox, (Mr. Dalgano) and Ye Illusionist, (Mr. Boyd).

Won by two lengths; half length. Time—4.49 3-5.

(Continued on Page 2)

CLOSE CONTEST IN HARRIERS CLUB RUN

Veteran American Athlete Gives Winner Tight Race At Finish

Starting from the Chin Woo Athletic School, the Shanghai Harriers Club squad had a run of about five miles yesterday through the Yangtszepoo district. Mr. M. Serodkin set the pace for the greater part of the distance but on the last mile had a fast race for first against a new member of the squad, Mr. E. C. Hawley, a veteran American runner. Though a much older man, the American developed a great reserve of speed and crowded his competitor closely to the final mark. Mr. T. McKenna finished third.

On Saturday afternoon the Novice Championship will be run and a close race is expected. Among the promising runners who have entered are Messrs. Seredkin, Drarseldt, Strandvig, Staley, and Clough. The trail will be laid over five miles by Messrs. J. J. Ellis, E. C. Hawley, and T. McKenna.

Much of the success of the Club so far this season, the officers attribute to the accommodations given them by the Directors of the Chin Woo Athletic School.

PEKING PREPARES FOR PAPER HUNTS

Peking, November 28.—A meeting was held last evening at the Peking Club for those interested in the Paper Hunts which are to take place during the coming winter season as they have done for years past. There was an unusually large attendance with the following election of officers for the ensuing season:

Master of the Hunt, Mr. Willing Spencer, of the American Legation.

Judge, Mr. W. Grave, of the Russian Legation.

Committee, Messrs. E. Teichman, R. C. Allen Baron Taub, Baron Villenfagne and Colonel H. C. Smallwood.

The first Hunt will take place in about two weeks, and will probably be in the country around the race course, due notice of which will be given in the newspapers the Friday proceeding. There will also be a notice posted every week on the bill board of the Peking Club.

Blues Lead Race In Service League

There were no games in the American Song Service Basketball League last night, those that had been scheduled having been played Wednesday night. Here is the standing of the teams:

	W	L	Percent
Blues	2	0	1000
American School	1	1	.500
Reds	1	2	333
Whites	1	2	333

FIRST PINK WON BY EARL ROSE

Rider Of Greysand Leads All Others In Opening 'Unt Of 1919 Season

ALL HUNKY-DORY BUT RAIN

But 60 Thrusters Appear To Face Steward In Charge Of Start

By Johnny Walker

Burning questions were agitating the minds of the young men during the past week and the Scribe was accosted many times by wild-eyed youths with forced smiles and tremulous lower lips, will the 'Unt be a long one? Where will the start be? Who's laying the 'Unt? Tell Martin not to go in the Rubicon country? Tell Martin to lay home country? And so on and so forth. To all of which the Scribe only vouchsafed "Ax the fox." The one question that wasn't put was that whispered "Where's the finish?" The fellows really are getting too considerate.

There is always suppressed excitement before the first 'Unt and more so than ever this year with all the men back from "over there." But we musn't confuse suppressed excitement with cold feet. The Scribd has seen men at the start with teeth going like castanets and and shaking like aspens, yet these same fellows are O. K. the moment the word is given. It is waiting around that upsets them. In others, the only outward and visible sign of an inward spiritual quake is a cavernous yawn which opens up the whole face and one sees many fine open countenances.

There are genuine cases of cold feet and some men have to gin themselves up before they are mentally fit to come before the starter's eye. The wonder is they ever start at all. It shows what a fascinating sport this 'Unting must be, to compel a man, though he knows himself a dud to still endeavor to go through with the game. And whether to admire the spirit and pluck that drives a feller to try to 'unt when he'd rather be pushing a pram or to cuss him for a dam nuisance puzzles this humble Scribe.

SUPERTYPES AT 'UNTS

Then there's another sort of chap that presents no puzzle. There are not many of them, Laus Deo, and what few there are should have been drowned at birth. It is an obnoxious type made up of colossal conceit and stupendous ignorance. It spoils every pony it gets across. It is impervious to sarcasm and deaf to hints, nothing less than a brick at its head would make any impression. This super-type has been known to scramble through a 'Unt, refuse every jump, fall into every other ditch, commit every sin and be cussed openly and wholeheartedly by all men and yet to come along afterwards and with soulful eyes declare what a glorious 'Unt it has had! This type is not a real sportsman, it is spurious, and knows it too! Or does it know it is spurious or does it really consider itself a hellofadog? It is a puzzle after all. No names, gentlemen, no names. The last time the Scribe had a similar grouse, four injured individuals rang him up to enquire if they were IT.

The honorable Editor (blinking no longer) is putting up The Returned Men's Cups mentioned in last week's Pink 'Un. The honorable Editor rose to the gentle hint like a trout to a fly. But what about a title for these Cups? The Scribe doesn't like The Returned Men's Cup. The Veterans' Pots also doesn't sound euphonious. How about "The Over There" Cups, or The Overseas Forces Cup? A cocoanut or a cigar or a handful of monkey nuts is offered for the best suggestion. Let it be understood these cups are for light and heavyweight winners only.

CARUSO GETS GAVIN'S GOAT

Yesterday morning the usual crowd of motors and ponies at Great Western—Siccawei Road corner was amissing and either the owners were keeping the ponies for the afternoon's 'unt or the Scotch Ball had proved too much for them. It seems impossible to connect St. Andrew's Society with a China pony, yet it can be done. The Scribe possesses a chesnut that both sings and dances, hence his name—Caruso—and this said Caruso will both buck and squeal at a given sound. It happened one brawbrecht morning.

The Scribe was jogging gently hameward when Gavin L. Campbell the President of St. Andrew's emerged from a side road smoking his after-breakfast cheroot. The Scribe pulled up for a word with him. And Gavin said, stroking Caruso's nose the while, "It's a verra nice quiet pony ye've got here." The Scribe gave Caruso the signal. Caruso did a simultaneous buck and squeal and Gavin was so

startled he leaped 18 feet in the air and lost his cheroot. The Scribe and Caruso grinned like Cheshire Cats. And Gavin, decent man that he is, has since forgiven them.

MARTIN WOULDN'T BUDGE

The rain, sometimes blessed, sometimes cursed, but this time blessed, fell nicely on Thursday, Friday, laying low the dust fiend that had threatened to engulf the first 'Unt and on Friday night the long wished for legend appeared on the board.

Start: Middling Tree, Hungjao Road.

Finish: Will be given out after the 'Unt has started.

A big pack of the old and new entry combined, corralled Martin in a corner of the bar on Friday eve and put him through the Third Degree respecting the finish. But Martin proved he was of the same stuff as the early Christian martyrs. They might rack him, twist him or gin him up, but never a sign of where that finish would be, escaped him.

And Saturday morn dawned dull, threatening of rain, one of the best types of day for cross-country pidgin. Long packed away pinks, smelling of moth balls, were resurrected, silk hats reblocked and ironed, and to blazes with Kiangwan Races—we're all going ahunting today.

TURNOUT IS SMALL

But alas, as the pack wended its way to the start, rain began to fall and at three of the clock was coming down steadily, greatly to the disgust and discomfort of those hounds condemned to wear glasses. The Scribe who went out with a hunch that he would be the winner, at once abandoned hope and decided to be safe rather than sorry, and in this frame of mind contented himself with a strategical position in the rear. The turn-out was much smaller than anticipated, only about sixty thrusters facing the Steward in charge.

And to be quite up to date, a movie operator was on the scene but had to retire hurt owing to atmospheric conditions. Never mind Mr. Movie-man, we'll be 'unting again next Saturday as ever is and maybe the weather will enable you to feature a Shanghai 'Unt to the wide wide world. Let's hope so.

It was particularly pleasing to see so many old faces back from France, Egypt, Mespot and the earth at large amongst the pack again and the Scribe breathed a gentle prayer that one of them might carry off the cups put up by the honorable Editor. But it was not to be, though three men who have been "through it" figured on the card. Hard lines on The Inimitable Sparke that the winner scaled 172 lbs. thus carrying off the light and heavy weights and doing The Inimitable out of a H. W. Cup.

On time, the pack lined up, nor did the rain daunt them, and away they went to the wish of good 'untings.

Scent lay the usual way in this part of the country, over Middling Free Platform, apparently to and over Forth, which saw quite a deal of grief. On the other side the leaders threw up their heads, cast hither and thither but were finally tally-hoed back over Forth, the second passage of which saw the fall of Scandinavia or part of the population thereof, and if cables are now more delayed than ever, you can attribute the fault to Forth.

The trail here swung North along Rubicon Creek, over a few small jumps and an awful B.M.H. The pack took to water at the usual crossing of the Rubicon and then legged it up Miss Johnston's Line, now alas, a line no longer, rounded the lagoon at the west end where Mr. Straetmans littered the landscape. Here the field bought a time honored check in the country beyond.

REAR MEN PICK UP

Casting North, Angus Lindsay soon picked up paper and this section of the run ended in green paper at a bridge leading to the Council Road. From here a quiet spell of rut and furrow to the Yellow Joss House and check to the left. Scent was soon nosed out the usual way round a lagoon end but the pack made a self imposed check to No. 7 Bridge. Those in the rear got a big advantage at this point for they ran on the trail heading due west and those who went to No. 7 and beyond were hopelessly distanced.

A long run with a few jumps due East, sharp round a village, through an awkward sort of place and another crossing of the Rubicon near Clear Water and so home to the finish, via Family Free Platform, Westward Ho, Suez, and the flags on Warren Line.

A nice little round of about 8 miles, good going, jumps just suitable for a first 'Unt and everything hunky-dory except the rain. There seemed to be very little grief though McCulloch mixed it up dangerously one time. The ponies seemed a very good lot indeed and what little jumping the Scribe saw was clean with few, if any, refusals.

Congrats to the winner, Earl B. Rose. He has been the last blooming rose of the season for long enough and everybody is glad to see him put it across. He is the first American citizen in the Scribe's recollection to win his Pink and he promises to lay a 'Unt next Saturday that will make the young men write home to Mother. Congrats again Earl B.

Let's hope for fine weather next Saturday, a bumper field, and let every man who owns a pink don it.

Also thanks to Martin for an excellent opening run. Martin put up the drinks at his house afterwards, and heaped glasses of whiskey on the heads of those who harried him the previous eve:

The card read:—
Start—Middling Free
Finish—Warren Line
Hunt Laid by—Mr. H. Martin Liffle.
1. Mr. E. B. Rose on Greysand.
2. Mr. H. G. Elliot on The Earl.
3. Mr. C. C. Boyd on La Vesle.
4. Mr. N. L. Sparke on Wild Cat.
5. Mr. H. Herlofsen on Viking.
6. Mr. J. P. Eastwood on Ampat.

Shanghai Inter-Club Billiards League

Result of matches played Week Ending Nov. 29, 1919.

American		v.	Municipal	
C. D. Kosnaroff	300		L. E. Todd	153
H. E. Gibson	300		R. W. Yorke	241
H. L. Corbin	300		C. W. Higgs	289
T. Hulthen	148		D. McAllister	300
W. L. Hoffman	174		G. Sadler	300
	1222			1283

Masonic		v.	Portugues	
R. Phillips	300		F. P. da Silva	251
F. Jones	231		C. Remedios	300
C. Matthews	165		J. Webster	300
A. Jones	176		C. Pereira	300
F. A. Long	244		R. Remedios	300
	1115			1451

Powhattan		v.	Customs	
H. S. Smyth	259		G. B. Stormes	300
H. E. Brewer	282		T. Mellows	300
H. Langley	281		B. H. Gowing	300
H. Lane	300		Erickson	296
P. H. Cobb	193		Singer	300
	1315			1496

Thirty		v.	Police	
E. F. Fastings	300		E. I. M. Barrett	262
J. V. Jensen	300		C. J. Bull	224
H. B. Olledressen	300		G. Holt	169
G. O. Wooten	300		P. Reeves	238
T. Chilver	300		E. Everson	173
	1500			1076

(Capt. Barrett made a break of 50)
(E. F. Fastings made a break of 116)

Lusitano		v.	M. E. Institute	
G. M. P. Remedios	300		G. M. Boyes	209
E. D. Bush	300		J. E. Grant	276
C. M. P. Remedios	174		J. E. Wilson	300
J. M. C. Lopes	271		W. S. Campbell	300
J. M. Campos	300		A. L. Miller	194
	1345			1279

(G. M. P. Remedios made a break of 54)

ATHLETICS APPOINT BOARD IN SHANGHAI

Representatives Of Schools Name Members Of Body To Organise A.A.U.

Representatives of scholastic institutions throughout China assembled at the Chinese Y.M.C.A., on Szechuen Road, yesterday afternoon and named a committee to permanently organise the Amateur Athletic Union of China.

On the committee are Dr. P. M. Jee, of Tientsin, Mr. R. C. Clack, of Paotingfu, Mr. C. G. Hoh, physical director of the Chinese Y.M.C.A. in Shanghai, Mr. W. S. A. Pott, of St. John's University, Mr. R. D. Smart of Soochow University, and Mr. J. Edward Doyle, of The China Press.

Although the general object of the meeting was to raise the standard of amateur athletics in the Far East, the immediate purpose, it was announced, is to insure good sport at the Far Eastern Olympiad to be held here in September, 1921. At that time new records will be sought on track and field and athletes from every part of the Orient will compete.

TOM CHANG STARS IN Y.M.C.A. WIN

Shoots 12 Baskets From Floor; Baptist Five Loses, 50-11

The Y.M.C.A. Yellow Sox defeated the Shanghai Baptist College in basket ball last night in the Y.M.C.A. Gymnasium. The score was 50 to 11.

The summary:

Shanghai Baptist College (11)		Y.M.C.A. Yellow Sox (50)
Dzao	lf	Tom Chang
Fah	rf	Seymour Woo (Kemp Yao)
Su	c	M. C. Lu
Chow	lg	Rawling Yee
Zee	rg	P. L. Koo

Goals from floor: Tom Chang 12, Seymour 1, M. C. Lu 7, Rawling Yee 2, P. L. Koo 2, Dzao 1, Fan 3, Zee 1. Goals from fouls: M. C. Lu 1, P. L. Koo 1, Chow 1.

Time, twenty minutes each period. Referee, King. Timer, C. K. Ma. Scorer, S. D. Ling.

Football Club Defeats Recs

(Continued from Page 1)

doubted if the Club ever had a better skipper. He wished Mr. Tonkin the best of luck in his new business career and hoped that they would again meet him on the field of sport.

Mr. Tonkin in his reply showed that he was a better football player than he was a speaker, but he said how much he regretted leaving such a fine bunch of sportsmen, and although Tatcho had no effect upon his diminishing hairs, he still looked forward to plenty of football in the future. Cheers, tigers, gingernales, lemonades, and other liquids followed, and both the Club's victory and Mr. Tonkin's departure were worthily celebrated.

J. B. C. VS. NAVY

The above 2nd league game was played yesterday at the Race Course. Fifteen minutes before the end the Navy decided to give up the game and walked off the field, the result being three goals to two in favor of the J.R.C.

ST. XAVIER'S WIN, 4-0

The St. Xavier's had little trouble defeating the Rangers by a 4-0 score at the Hongkew Park in another second division league game. It was the Xavier's second victory over the Rangers.

The ball was slippery and the field mushy, prohibiting fast play. Macdonald of St. Xavier's scored the only goal of the first half. Aldeguer, with two goals, and Toodi were the other scorers.

RECS SECONDS WINNERS

In a ragged game the Shanghai Recreation Club second eleven defeated the Football Club second by a score of 3-1. Olsen was out of the lineup and substitutes were in for Mansfield and Ross.

Clifford, Roach, Harris and Brodie played well for the S.F.C. with Freddie Ollerdessen, Wade, Sofoulis and Canda starring for the winners.

RAILWAY ELEVEN LOSES

The Shanghai Baptist College eleven defeated their heavier opponents representing the Shanghai-Nanking Railway Recreation Club at the Shanghai College Field yesterday afternoon. The score was 6-5 with Castle Ho, former Nanyang star, scoring four of the losing team's goals. Team work won for the collegians. The game was played in the rain and the field was in horrible shape. Mr. Kelhofer refereed.

The players of both elevens were guests of the college at tea, Mr. and Mrs. Kelhofer and Miss Kethley entertaining.

ST. JOHN'S IN TIE

St. Johns University and the Customs elevens battled to a no-score tie in the rain at St. John's yesterday afternoon.

Triumph Wins Kiangwan Cup; Oriole Close Second

(Continued from Page 1)

For win, $8.00; for place, first, $7.30 and second, $22.30.

Members' sweep—1st, 68; 2nd, 291; 3rd, 138; unplaced—259 and 61.

3.—The Blackrock Maiden Plate.—Value $300. 2nd pony, $100. 3rd pony, $50. For Maidens only. Weight for inches as per scale. Ponies that have never been placed, allowed 5 lbs. — (Jockey allowance). — Three-quarters of a mile.

	lbs.
Messrs. W. A. W. and Gussie's grey White Fox, (Mr. J. K. Brand)	152—1
Mr. Tucksong's bay Eastern Star, (Mr. H. F. Hu)	152—2
Mr. Harry White's P'bald Victoria, (Mr. S. Soo)	149—3

Also ran: Easter Egg, (Tomono); King of Hearts, (Mr. T. U. Yih); Flinders, (Mr. L. Sih); Plaything, (Mr. S. B. M. Bremner); Michigan, (Mr. E. Toeg); White Streak, (Mr. S. Nagai); Red Robe, (Mr. F. R. Vida); Golden Plume, (Mr. M. O. Springfield); Oronoco, (Mr. H. W. Ip); Woochow, (P. C. Wu); Java Chief, (Mr. W. A. Dalgarno); Haruna, (Mr. J. Liou) and Harvestland, (Mr. C. R. Burkill).

Won by two lengths; half length. Time—1.32 2-5.

For win, $17.50; for place, first, $9.30; second, $32.50 and third, $66.40.

Members' sweep—1st, 243; 2nd, 241; 3rd, 320; unplaced—24, 98, 383, 43, 476, 359, 474, 307, 450, 390, 57, 208 and 435.

4.—The Kiangwan St. Leger.—Value $1,500. 2nd pony, $300. 3rd pony, $150. Third money will be paid irrespective of the number of starters. For China ponies that have never been raced previous to January 1, 1919. Weight 147 lbs. Winners of one race, 5 lbs. extra. The winners of the Shaighai St. Leger and Autumn Champions or both, 5 lbs. in addition. Ponies over 14 hands 3 lbs. extra for each inch.—One mile and three-quarters.

	lbs.
Mr. Henry Morriss' grey Maresfield, (Mr. A. J. P. Heard)	152—1
Messrs. Sky and Hickling's brown Hallow-E'en, (Mr. J. K. Brand)	157—2
Mr. Tucksong's grey Guiding Star, (Mr. C. R. Burkill)	157—3

Also ran: Roseway, (Mr. T. U. Yih); New Star, (Mr. C. T. Chu); Three of Spade, (Mr. J. Liou); Petersfield, Mr. H. E. Morriss); Wilson, (Mr. F. R. Vida) and The Bulbul, (Mr. W. Hill).

Won by a neck; three quarters length. Time—3.50 1-5.

For win, $22.40; for place, first, $7.50; second, $6.10 and third, $6.80.

Members' sweep—1st, 103; 2nd, 192; 3rd, 130; unplaced—147, 418, 14, 318, 78 and 431.

5.—The Members' Plate.—Value $300. 2nd pony, $100. 3rd pony, $50. For griffins of the year. Weight for inches as per scale. Winners of one race, 3 lbs. extra and of two or more races, 5 lbs. extra. Ponies that have started 3 times at Kiangwan, since September 1, 1919 and not won anywhere allowed 5 lbs. Maidens, allowed 7 lbs. Allowance not accumulative.—(Jockey allowance).—One mile.

	lbs.
Mr. Lansing's ches Newcastle, (Mr. H. F. Hu)	148—1
Messrs. de Zutter and Gussie's grey Little Dipper, (Mr. C. R. Burkill)	157—2
Mr. San Sing's bay The Greenfinch, (Mr. S. Soo)	163—3

Also ran: Prairiewind, (Mr. T. Hulton); Gulfsand, (Mr. S. B. M. Bremner); Flashing Thing, (Mr. Z. W. Yu); Rising Star, (Mr. L. Sih); Red Coat, (Mr. J. K. Brand); Golden Plume, (Mr. M. O. Springfield); Sumatra Chief, (Mr. W. A. Dalgarno); Motorist, (Mr. J. Liou) and Amagi, (Mr. Tomono).

Won by half a length; one length. Time—2.08 3-5.

For win, $90.50; for place, first, $10.50; second, $6.20 and third, $8.00.

Members' sweep—1st, 31; 2nd, 274; 3rd, 535; unplaced—261, 414, 601, 296, 544, 194, 347, 369, 436 and 455.

6.—The November Selling Plate.—Value $400. 2nd pony, $100. 3rd pony, $50. For China ponies. Winner if entered to be sold for $400 weight for inches as per scale; if to be sold for $300, allowed 5 lbs.; if to be sold for $200, allowed 10 lbs.; if to be sold for $100, allowed 15 lbs.—Nine furlongs.

	lbs.
Mr. Hart's brown Hornbill, (Mr. J. Liou)	140—1
Mr. Vigilant's grey Unionist, (Mr. H. F. Hu)	140—2
Mr. Bonar's ches Salaro, (Mr. S. B. M. Bremner)	146—3

Also ran: Battersea, (Mr. L. F. Soong); Persianlight, (Mr. J. K. Brand); Reformation, (Mr. F. R. Vida); South Star, (Mr. T. L. Hu); Hinode, (Mr. de Zutter); Rubbish, (Mr. P. C. Wu); Formoss Chief, (Mr. W. A. Dalgarno) and Free and Easy (Mr. T. U. Yih).

Won by a length and half; two lengths. Time—2.25 3-5.

For win, $18.00; for place, first, $7.20; second, $13.90 and third, $7.30.

Members' sweep—1st, 478; 2nd, 211; 3rd, 362; unplaced—186, 562, 379, 446, 173, 92, 333 and 308.

7.—The Kiangwan Challenge Cup.—Value $2,000. 2nd pony, $400. 3rd pony, $200. Third money will be paid irrespective of the number of starters. For all China ponies. Weight for inches as per scale.—One mile and a quarter.

	lbs.
Messrs. Toeg and Speelman's grey Triumph, (Mr. J. Liou)	152—1
Messrs. Winsome and Hasty ches The Oriole, (Mr. W. Hill)	155—2
Mr. Day's grey Shenkoland, (Mr. C. R. Burkill)	155—3

Also ran: Yellow Diamond, (Mr. T. U. Yih); Twenty-two Carat, (Mr. T. C. Chu); Great Star, (Mr. H. F. Hu); Tichfield, (Mr. H. E. Morriss); The Heron, (Mr. R. M. Dalgliesh) and Polar Star, (Mr. J. Brand).

Won by one length; one length. Time—2.39 3-5.

For win, $39.60; for place, first, $8.50; second, $5.80 and third, $6.40.

Members' sweep—1st, 756; 2nd, 686; 3rd, 31; unplaced—473, 666, 322, 695, 218 and 227.

8.—The Hermitage Handicap.—Value $400. 2nd pony, $100. 3rd pony, $50. For China ponies. Weights will be published on morning of the Race. Top whight will not be more than 165 lbs. Winners after publication of the weight, 5 lbs. extra.—One mile and a quarter.

	lbs.
Mr. Kapteyn's dun Ralph de Palma, (Mr. Frank R. Vida)	150—1
Mr. Nagai's bay Haruna, (Mr. H. Tomono)	145—2
Mr. Yangtsze's bay Wellington, (Mr. T. L. Hu)	120—3

Also ran: Fairylight, (Mr. T. Hulthen); Spottedsand, (Mr. C. T. Chu); Soft Thing, (Mr. S. B. M. Bremner); Night Hawk, (Mr. H. E. Morriss); Lanchester, (Mr. H. F. Hu); Runaway Light, (Mr. L. Sih); Railway, (Mr. J. Liou); The Pioneer, (Mr. Sidney Soo); Triumphant Star, (Mr. J. K. Brand); Standard Dahlia, (Mr. R. M. Dalgliesh); Christmas Day, (Mr. T. U. Yih) and Trustland, (Mr. T. L. Hu).

Won by one and half length; half length. Time—2.42 4-5.

For win, $57.60; for place, first, $17.90; second, $32.80 and third, $49.90.

Members' sweep—1st, 244; 2nd, 437; 3rd, 695; unplaced—719, 170, 137, 67, 120, 369, 723, 633, 804, 650, 652 and 159.

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Comic Picture Section

Sunday, December 30th, 1919

Bringing Up Father

GO GET DRESSED AS CAPTAIN B.ATTEL IS TO CALL AND TELL US ABOUT THE WAR-
I HEARD ALL ABOUT IT IN DINTY MOORE'S PLACE-DO I HAVE TO LISTEN TO IT AGAIN?
1

NOW JUST SUPPOSE THIS IS TO BE A BIG FIELD AND RIGHT HERE IS "NO MAN'S LAND"-
BELIEVE ME-THIS IS "NO MAN'S LAND"-
OH! IT GIVES ME THE SHIVERS-
3

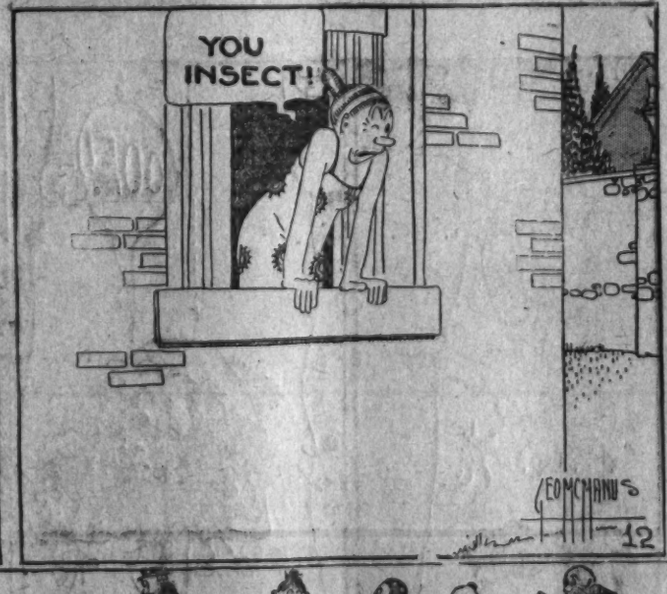
NOW-I'M SUPPOSED TO BE IN THE TRENCHES WAITING FOR ORDERS TO GO OVER THE TOP-
MAGGIE-SHUT UP AN' LET THE CAPTAIN FINISH THE WAR-
DO YOU GET AN HOUR OFF FOR LUNCH?
4

AH! IF YOU COULD HAVE SEEN THOSE BOYS FIGHT-THEY DIDN'T KNOW WHAT THE WORD "RETREAT" MEANT.
WONDERFUL!
I'LL HAVE TO LOOK IT UP-I DON'T KNOW WHAT IT MEANS MESELF-
5

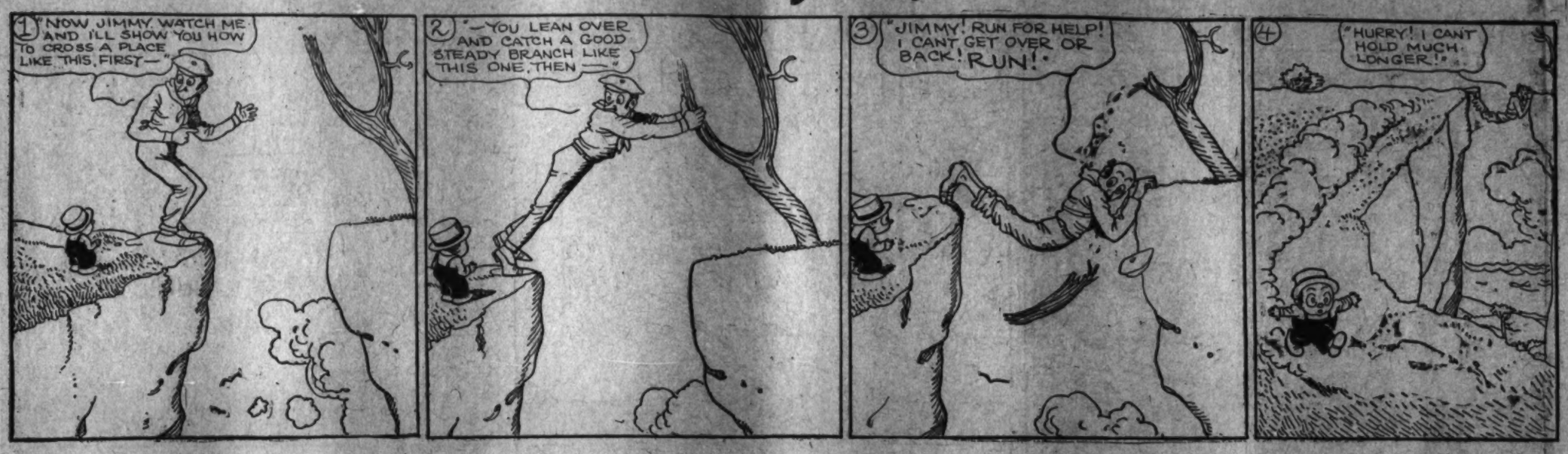
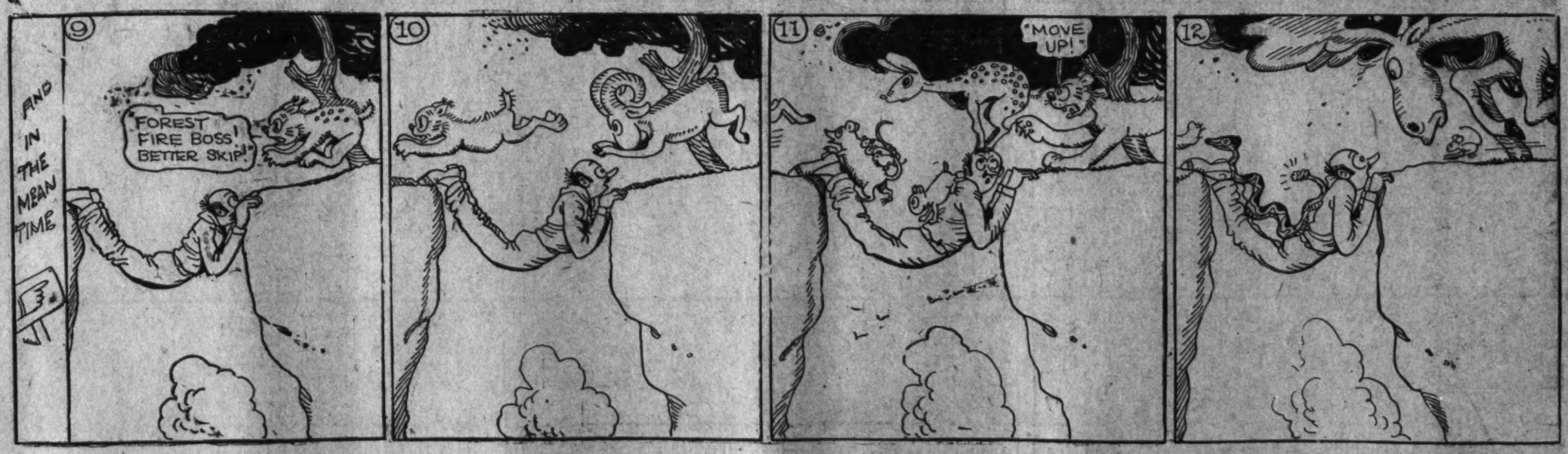
THE WAR IN EUROPE ISN'T ANY WORSE THAN WHAT I HAVE TO GO THROUGH EVERY DAY-
I'D LIKE TO TELL YOU WHAT HE SAID BUT I DON'T THINK I CAN-
I'LL DO IT MAGGIE-
7

THIS IS GOING TO BE A MEAN EVENING-
NOW JUST SUPPOSE THIS IS A BIG VACANT LOT AN' OVER HERE IS THE KAISER'S CRACKED BREWERY REGIMENT-
8

I'D RATHER HAVE BEEN IN THE WAR THAN HEAR HIM TELL IT-
NOW I'M IN THE TRENCHES AN' THE WAITER-I MEAN THE CAPTAIN IS TAKIN' ORDERS WE ARE ABOUT TO GO OVER THE TOP-
NOW THIS IS THE INTERESTING PART
9



Little Jimmy


1 "NOW JIMMY WATCH ME AND I'LL SHOW YOU HOW TO CROSS A PLACE LIKE THIS FIRST—"
2 "—YOU LEAN OVER AND CATCH A GOOD STEADY BRANCH LIKE THIS ONE, THEN—"
3 "JIMMY! RUN FOR HELP! I CANT GET OVER OR BACK! RUN!"
4 "HURRY! I CANT HOLD MUCH LONGER!"